Vol 7 The War Illustrated N° 173

SIXPENCE Edited by Sir John Hammerton FEBRUARY 4, 1944

GENERAL SIR BERNARD MONTGOMERY, K.C.B., D.S.O., surveys the shell-torn ruins of Fossacesia behind the Allied lines on the Italian front. Now in Britain in his new post of C.-in-C. of the British Group of Invasion Armies under General Eisenhower (announced on Dec. 24, 1943), he has handed over the Eighth Army, which he commanded in North Africa, Sicily and Italy from August 1942, to Lieut.-General Sir Oliver Leese (see illus. p. 554), one of his Corps Commanders. *Photo, British Official*

Home Front Revisited by Our Roving Camera

SIR WILLIAM BEVERIDGE explains his social security plans, in a talk on "Security and Adventure," to schoolboys and girls at Central Hall, Westminster, London, on Jan. 5, 1944. The meeting, attended by more than 2,000, was arranged by the Council for Education on World Citizenship.

PUBLIC HEALTH emergency laboratory units are being established at strategic points in Britain to prevent, or combat, wartime epidemics. Bacteriologists and their staffs, complete with all necessary medical equipment, arrive speedily at the scene of operations.

U.S. ARMY TRANSPORTATION CORPS and British R.E.s work together (left) at this busy depot assembling vital rolling-stock for future military operations. Outcrop coal, to supplement mined supplies, so very necessary to the war effort, is obtained without shaft-sinking; in Yorkshire it is being lifted by mechanical shovels (right) at the rate of thousands of tons a month. Airborne troops' supplies are contained in light hampers (in circle, above) specially manufactured for the purpose.

Photos, New York Times Photos, Planet News, Central Press

THE BATTLE FRONTS

by Maj.-Gen. Sir Charles Gwynn, K.C.B., D.S.O.

WHEN the Russians were approaching the Dnieper, I discussed (page 291) the question whether the Germans would attempt to hold the river as a winter defence line or only as an intermediate position pending further withdrawal. I thought, in view of the obvious objections to the Dnieper line that they would adopt the latter alternative, but apparently Hitler decided to insist on the former. The Dnieper position has been shattered, but the Germans are clinging obstinately to the fragments that remain—on the Upper Dnieper from Vitebsk to Zhlobin, on the Middle at Kanyev, and on the Lower from Nikopol to the Black Sea.

In the centre, Vatutin's offensive has driven them back well beyond the line on which I thought they might have established a winter front, and they have lost the only two lateral railways across the Pripet Marshes. The net result is that their front, previously overlong, has been greatly lengthened, and their northern and southern armies are separated by the marshes and are connected only by roundabout lateral communications. Their situation is, of course, still further worsened by the heavy losses they have sustained; and by the fact that the considerable forces in the Crimea and on the Leningrad front on their flanks can exercise no influence on the major operations and make little demands on Russian resources.

Obviously, the general strategic situation is desperately unfavourable for the Germans, particularly on the southern half of their front. If they attempt to withdraw from the Dnieper bend now, while the ground is hard, they would be hotly pursued by the 3rd and 4th Ukrainian Armies at present facing them on the Dnieper; while Koniev's 2nd and part of Vatutin's 1st armies could operate on the flanks of their retreat. Moreover, the main part of Vatutin's army threatens to close the avenue of retreat towards Poland and to interpose between that portion of von Manstein's southern armies which is attempting to keep the avenue to Poland open, and the portion which is still clinging to the Ukraine.

MOVES ON THE RUSSIAN FRONT, January 14, 1944, indicated by arrows. Following the capture of Kalinkovichi and Mozyr, in White Russia, on that date, Soviet forces made a new twin thrust towards Pinsk, tearing apart the middle Pripet Marshes and the Zhlobin-Bobruisk supply line. On the Vinnitsa and Uman sectors battles of great violence were in progress. *By courtesy of The News Chronicle*

So far as I can judge, the Germans have only two hopes of escaping from their predicament without complete disaster. They may, on the one hand, hope to retain their positions in the Dnieper bend until the spring thaw, when Russian pursuit would be practically impossible, and when their possession of intact railways would still make a deliberate withdrawal practicable. In the meantime, they may hope that the momentum of the Russian offensive may be reduced by exhaustion of the troops and difficulty of maintaining supplies over ever-lengthening and indifferent communication lines.

Clearly, much depends on whether the spring thaw comes early, since that would shorten the critical period in which the Russian offensive must be checked or slowed down if a forced retreat is to be avoided. The winter has so far been abnormally mild and this, it is said, is generally followed by an early spring. The other hope the Germans may have is that von Manstein will not only succeed in keeping open communication between the Ukraine and Poland, but may, if he can be strongly reinforced from central reserves, be able to throw back Vatutin's main offensive thrust and recover lost ground. If these are the German hopes it may be interesting to consider how far the course of events, since I last wrote a fortnight ago, suggest that they may be fulfilled.

At that time Vatutin's renewal of the offensive after the seven weeks of defensive battle in which he had fought von Manstein to exhaustion had only been in progress for a week. He had recovered Korosten and Zhitomir, and at Kasatin had cut one of the two railways from the Ukraine to Poland; but the German stronghold of Berdichev, on the same line, appeared likely to be a formidable obstacle in his advance to the second. It was, however, soon apparent that Vatutin's offensive had amazing weight, despite the difficulty of its long lines of communication. His main front of attack extended over 100 miles, facing towards Shepetovka in the west and Vinnitsa in the south, thus threatening Berdichev in the centre with encirclement.

AFTER being driven out of Zhitomir, Manstein apparently retreated towards the south-west, presumably hoping to rally on the Shepetovka-Berdichev line where he might receive reinforcements from reserves in Poland. But this gave Vatutin the opportunity of outflanking Berdichev on the east; resulting first in the capture of Kasatin and, later, to the outflanking of Vinnitsa. On Jan. 5 Berdichev itself was captured by storm, and by the middle of the month the Russians were getting close to Shepetovka on the right, and had by-passed Vinnitsa on the left, reaching the line of the Upper Bug. Here they were only some 20 miles distant from Zhmerinka on the last railway between the Ukraine and Poland.

MEANWHILE, however, von Manstein had received substantial reinforcements and, fighting stubbornly, was able to slow down the advance of the Russians towards Shepetovka and south of Berdichev; while counter-attacking fiercely, though without much success, their salient east of Vinnitsa. His counter-attacks, however, seem to be defensive in character and there are no signs that he has been sufficiently reinforced to stage another large-scale counter-offensive. The ranks of his depleted units have no doubt been refilled and his losses of tanks made good from depots in Poland; but it seems improbable that he can have been given a sufficient number of divisions from the German central reserve to enable him to embark on ambitious operations. It is very doubtful whether, in fact, the Germans still have as strong a central reserve as they are sometimes credited with.

Vatutin, in addition to his main drive, has been able with his right wing to attack westwards along the south side of the Pripet Marshes, and, by capturing Sarny, has cut the second railway across them. This is an important success which must greatly add to von Manstein's difficulties; and it has been made all the more important by Rokossovsky's capture of Mozyr; for the two armies can now co-operate closely and threaten the important centre of Pinsk.

It would seem that von Manstein is under such heavy pressure from Vatutin's main force and right wing that he has little prospect of saving Vinnitsa or of keeping the railway through Zhmerinka open indefinitely. It is evident that Vatutin has immense forces at his disposal, for he has been able with his left wing to strike south, in yet a third direction in order to co-operate with Koniev's army against the German pocket on the Middle Dnieper at Kanyev. After capturing Byelaya Tserkov this thrust has made rapid progress, cutting all direct railway connexions between the Middle Dnieper and the Polish frontier while, at the same time, Koniev, after capturing Kirovograd and inflicting a heavy defeat on the Germans there, threatens to cut the railway from Smyela to Odessa.

THE Germans in the pocket are obviously in a desperately precarious position although a counter-attack in the Uman region has temporarily relieved the situation. Their withdrawal or annihilation would enable Koniev and Vatutin to advance on a long front to the Bug, threatening the line of retreat of the armies behind the lower Dnieper to an extent that would almost certainly entail their early withdrawal. Incidentally, the elimination of the Middle Dnieper pocket would open a new line of communication for the Russians through their Cherkasy bridgehead, which would help greatly to maintain the momentum of an advance to the Bug. It would seem that neither of the suggested hopes the Germans may have is likely to be fulfilled, and that they will be in still greater trouble before the spring thaw gives them a respite.

In Mud and Misery German Grenadiers Retreat

WAR-TIDE IN RUSSIA FLOWS AT LOW EBB for Germany's vaunted panzer grenadiers (below) clinging to a mud-clogged tracked car in retreat from the Nevel front, which commenced early in October 1943. In victorious contrast is the Soviet cavalryman (top) in camouflage-cloak and armed with automatic carbine; Cossacks were the first to cross the Polish 1939 frontier, on Jan. 4, 1944, in advance of infantry and mechanized divisions of Vatutin's First Ukrainian Army.

Photos, Planet News, New York Times Photos

Rapidly Vatutin Moves the East Front West

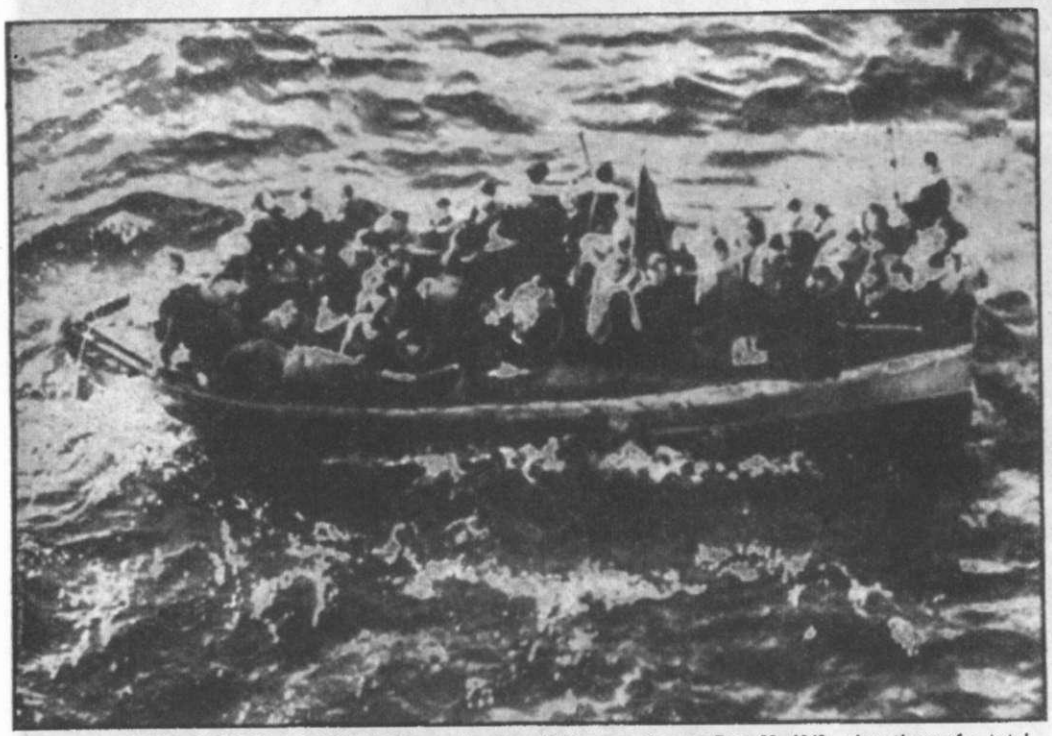
'THE EAST FRONT IS COMING NEARER HOME!' wailed a Wehrmacht spokesman in a broadcast on Jan. 12, 1944, on which day the Soviet First Ukrainian Army under General Nikolai Federovitch Vatutin striking westward along snowy roads (1) on an 80-mile front into Poland captured the large railway junction and important German stronghold of Sarny. Germans surrender to a Russian outpost (3); two camouflaged enemy machine-gunners use tracer bullets by night (2) against a Russian advanced position.

Photos, Planet News, Pictorial Press

THE WAR AT SEA

by Francis E. McMurtrie

ONE of the secrets of the success with which the Scharnhorst was first repelled, kept within reach and finally engaged and sunk, is now known to have been very careful advance planning by the Commander-in-Chief of the Home Fleet and his staff. Every possibility was taken into consideration, and the various ships concerned in the action had all rehearsed, in a series of exercises, the parts they were likely to play. In these rehearsals one of our own ships acted as though she were a German attempting an attack on a convoy. H.M.S. Jamaica, it is stated, was the dummy Scharnhorst in one of the most recent of these exercises, and carried out manoeuvres very similar to those of the German battleship on December 26. Thus when the real operation had to be carried out, every move was made with such precision that the action is likely to go down in naval history as a model of its kind. (See story in p. 570 ; also pp. 518-520.)



PACKED WITH GERMAN SURVIVORS from the Bay of Biscay action on Dec. 28, 1943, when three of a total force of 11 enemy destroyers were sunk by the cruisers H.M.S. Glasgow and Enterprise, a lifeboat heads for the rescue ship. Aircraft of Coastal Command, first to spot the enemy force, took part in the action, and it was from an Australian-manned Sunderland that this photograph was taken. On the previous day a 5,000-ton enemy blockade-runner was sunk by a Liberator. **See also p. 532.**

Photo, British Official : Crown Copyright

THERE are now no German ships of any size in Norwegian waters, except the 40,000-ton Tirpitz, which is lying crippled in the Altenfjord. There she is guarded against air attack by the 46-year-old Norwegian coast defence ships Harald Haarfagre and Tordenskjold, which the Germans have renamed Thetis and Nymphe respectively, and rearmed with high-angle guns of various calibres.

All the other enemy warships of any importance that were formerly in the Altenfjord and other Norwegian anchorages appear to have returned to the Baltic. They include the 10,000-ton "pocket battleships" Admiral Scheer and Lützow (the latter is believed to have been damaged by torpedo attack from our midget submarines in September), the 10,000-ton cruisers Admiral Hipper and Prinz Eugen, and the smaller cruisers Nürnberg, Leipzig, Köln and Emden, of which little has been heard for a long time. It is possible, indeed, that one of them may have been sunk, as the Soviet Navy claims that a ship believed to be a cruiser was destroyed in the Gulf of Finland a couple of years ago.

THERE are also the battleship Gneisenau, of 26,000 tons, sister to the sunk Scharnhorst, and the aircraft carrier Graf Zeppelin. When last seen the Gneisenau was undergoing complete reconstruction, as the internal damage done by Allied bombing at Brest and by a torpedo hit on passage from there to Germany was very extensive. Owing to shortage of material, it is believed that such of the Gneisenau's equipment as had remained intact was taken from her to replace corresponding gear which had been destroyed or damaged in the Scharnhorst, in order that the latter might sooner be made ready for sea. Thus the Scharnhorst was partly composed of material removed from her sister ship.

As for the Graf Zeppelin, it is rumoured that she has been disarmed in order that her guns may be utilized for other purposes. When this ship was launched, her design was acclaimed by admirers of Germany as superior to anything built by the Allies. The extensive range of her armament, which included no fewer than sixteen 5·9-in. guns, ten of 4·1-in. calibre and twenty-two of 37 mm., was extolled as being superior to that of most cruisers, so that she would be better able to defend herself against surface vessels than other ships of her category. In fact, it was merely a proof that the Germans were inexperienced in aircraft carrier design, for a carrier's own aircraft are her best defence against other ships, and any guns except high-angle ones merely add weight and occupy valuable space without conferring any corresponding advantage. It was for this reason that the 8-in. guns formerly carried as primary armament by the U.S. aircraft carriers Saratoga and Lexington were removed when those ships were refitted in 1940-41. (See illustration in p. 134, Vol. 2.) What is the reason for this concentration of the heavier German warships in the Baltic? Possibly the success of British midget submarines in penetrating such a remote anchorage as the Altenfjord may have had something to do with it ; but the governing factor may well be the desire of the German Army, which carries much more weight than the Navy in the counsels of the High Command, to have under its control a sufficient reserve of naval material to counterbalance anything the Russians may bring out from Kronstadt in the spring.

At present the Baltic is frozen up, and ships can only get out of port with the aid of powerful icebreakers. In March the ice should begin to melt, by which time the German armies may well be retreating through Estonia and Latvia, with the Soviet forces pressing them hard. Their flank would then be exposed to attacks from the Red Fleet if the latter were not faced with serious opposition at sea ; and it would be possible for guerilla forces to be landed in the rear of the retreating Germans.

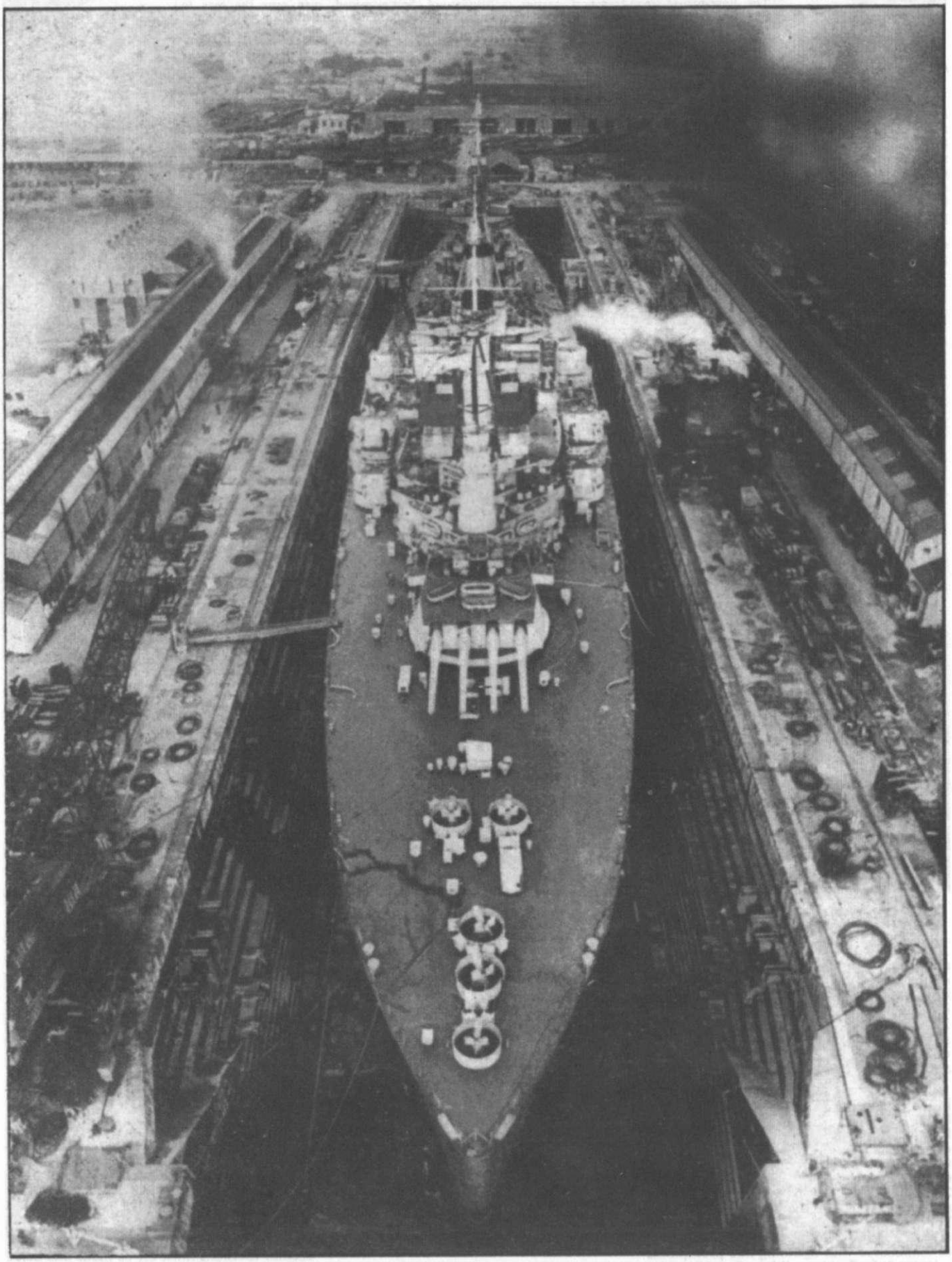
So far as is known, the Soviet fleet at Kronstadt includes two old battleships, the Marat and Oktiabrskaya Revolutia ; a heavy cruiser, the Petropavlovsk, acquired from Germany early in 1940 and possibly still incomplete ; and two or three cruisers of the 8,500-ton Kirov class. Many destroyers, submarines, motor-torpedo-boats and minesweepers should also be available.

Doubtless the Germans may consider their two old coast defence ships, the Schlesien and Schleswig-Holstein, of 13,040 tons, to be worth using in support of military operations. Though they are nearly 38 years old, their armour is still sound, and they mount four 11-in. and ten 5·9-in. guns. They are inferior on paper to the Marat and Oktiabrskaya Revolutia, which are 10,000 tons heavier, and mount twelve 12-in. guns each as main armament.

IN the meantime, a third naval Power in the Baltic is taking no chances of being caught napping in the event of war touching her territory. This is Sweden, a neutral whose sympathies earlier in the war seemed likely to be attracted more by Germany. Nazi cruelty in Norway and Denmark has now produced a great change in Swedish feeling, and the swing-round has even affected the amount of iron ore which Germany is being permitted to purchase from the Grangesberg mines this year. The Royal Swedish Navy today comprises seven coast defence ships of between 3,400 and 7,300 tons ; one fairly modern cruiser and one older, but modernized ; 21 modern destroyers ; two minelayers ; 28 submarines ; and a considerable number of torpedo-boats, minesweepers and smaller craft. This efficient little fleet would be a hard nut for even the German Navy to tackle, now that the latter has suffered so many losses. Under construction are two cruisers and two large destroyers.

FROM a reply to a question in Parliament, it seems that Spain is being asked to release a number of Italian ships which have been lying idle in Spanish harbours for a considerable time past. Being merchant vessels, their case is quite different from that of the cruiser Attilio Regolo, which, together with three or four smaller craft, was interned last September at Mahon, in the island of Minorca.

How Mighty Duke of York Prepared for Victory



BEFORE HER GREAT TRIUMPH in the Scharnhorst battle, Dec. 26, 1943 (see pp. 518-520 and 570), H.M.S. Duke of York refits in dry-dock. Prior to smashing the German battleship, she carried Admiral Sir Bruce Fraser, C.-in-C. Home Fleet, on a good will visit to Vice-Admiral Golovko, C.-in-C. Soviet Northern Fleet. It was the first occasion on which a Home Fleet flagship had entered a Russian harbour. The Vice-Admiral and his officers were profoundly impressed during their tour of inspection of this colossal ship of war.

Photo, Keystone

He Sails With 10,000 Lives Dependent on Him

The liner-turned-troop-transport carries multitudes of battle-trained men over the seas to reinforce our armies or take part in invasion plans. Its master is numbered among the finest seamen in the world, and CAPT. FRANK H. SHAW further describes him as "the man who has forgotten what peaceful sleep is—who eats his meals on the bridge." See also facing page.

THE man with most responsibility in the whole Merchant Navy is the master of a big troop-carrying transport. His task requires almost superhuman ability and courageous resourcefulness. A ship of the Queen Mary type is a big enough responsibility for any one individual even in peacetime, when there is a staff trained to a hair to share the burden with the man on the bridge; his chief concern then is to keep the passengers safe and entertained.

Now he is required to carry some ten thousand human beings, each man a highly-trained soldier, through seas full of death and danger, and land them at an arranged destination in condition fit, if necessary, for instant battle-service. His ship has lost its sleek beauty. She is now purely utilitarian. Handsome panelling is either torn down or screened against damage; the ameliorations of sea-life are forgotten until the war ends and civilization regains its sanity.

The transport captain's main responsibility in war is not only his ship. The result of a battle might well depend upon him; for if his human freight is not delivered to schedule defeat might result. The Royal Navy and the R.A.F. give the trooper protection; but the enemy spares no effort to destroy it. Speed alone cannot be of much aid; the maximum speed of the ship is some thirty knots, whilst that of an Axis bombing plane may well be almost 300 m.p.h. Ability to manoeuvre with lightning-like promptness is one of the main qualities of such a shipmaster—a veteran of the sea with an acquired intuition which tells him just when a bomb may fall or a torpedo skim across his course. Naturally, the big transport is heavily armed. She bristles with guns of every kind, from lean 6-in. pieces capable of fighting-off a light cruiser or a pack of destroyers, to high-angle "Chicago pianos" for dealing with diving aircraft. The defence of his ship against all forms of attack is the captain's affair. He has to save his packed masses of efficient manhood by every possible means.

The Navy might keep down the U-boat packs by distant attack; the R.A.F. might lend a useful hand, not only against submarines but against air-assaults; but there is always the odd chance of the enemy eluding such defences or desperately driving through them to concentrate on the big, packed ship whose value in the war-effort may not be estimated. Think of it—10,000 men complete with equipment, stores and ammunition, sent to the bottom at one blow.

WITHOUT in any way belittling the courage and efficiency of every Merchant Navy captain under war conditions, full marks must in fairness go to the cool, resourceful man on the ex-liner's bridge—the man who has forgotten what peaceful sleep is, who seldom sits to a meal but eats it from a tray on the bridge whilst keeping every faculty alert for the unforeseen contingency. Ten thousand men look to him for continued existence, for a chance to prove themselves heroes. He dare not let them down.

When troops first embark the ship becomes a bear-garden. Most of her new passengers are completely unfamiliar with the geography of a ship, no matter what theoretical embarkation training they have had. There is an inevitable mêlée, each unit's commanders demanding the best accommodation and special favours. The captain has to behave like Solomon at his best to placate hot, hurried warriors. He also has to see that meals are arranged for, well in advance. Long before the last drafts are up the gangway the first-comers are starving with hunger. The men, already trained to a hair, must be kept fighting-fit, and in the long run the captain, through his staff, is entirely responsible.

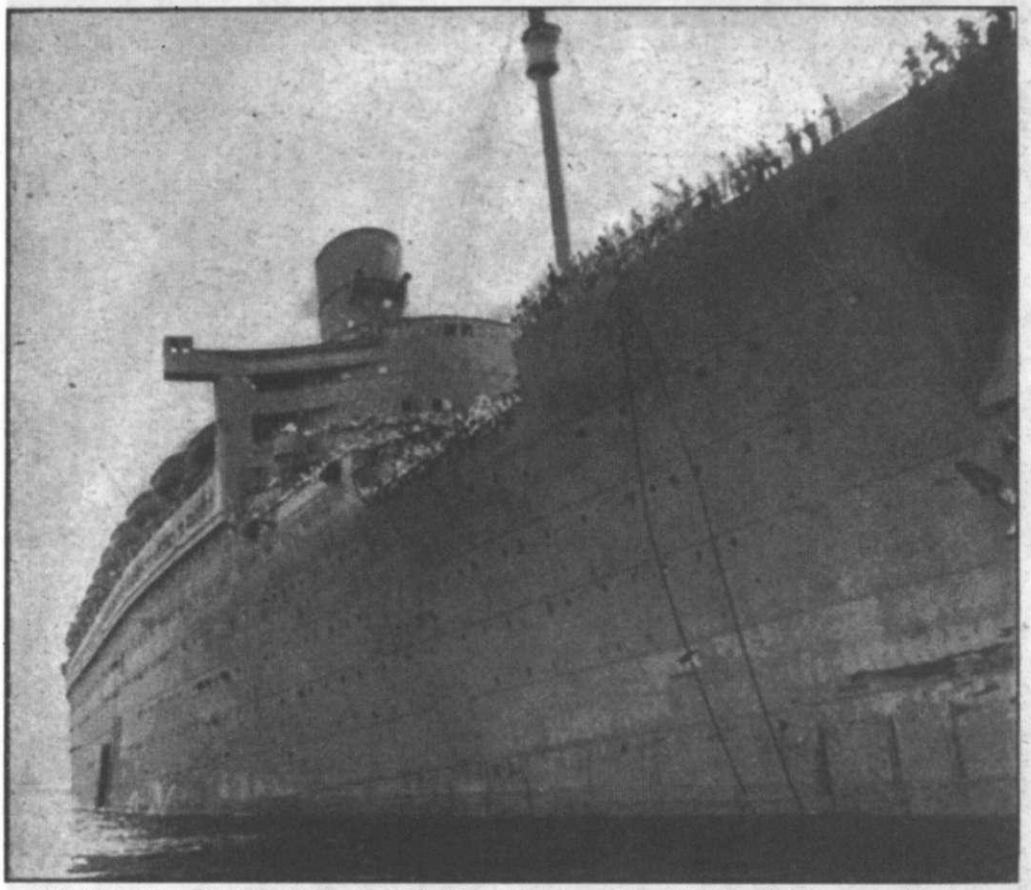
Although there is an O.C. Troops with staff aboard, the actual discipline, as affecting the ship's routine and safety, is the captain's affair. If there are "crimes" he must arrange for the detention of the defaulters, and that they get adequate exercise; also that they are not overlooked if disaster comes.

MORE than likely the transport will proceed out of convoy, perhaps even without an escort, relying on her speed to outpace U-boats or surface-raiders. She is a target for every form of enemy frightfulness, and the captain must steer courses that keep him clear of trouble. If his cruiser escort lags, or fails through engine-trouble, he must go on alone, with added responsibility. Even with the most trustworthy officers this burden is hard to bear; the main strain rests on his shoulders

There are so many things to be considered. Sanitation and bathing facilities—probably the ship's swimming-pool is now functioning as an ammunition magazine; such trifles as forbidding the whole complement to rush to this side or that if a strange object is sighted, for such a sudden alteration of weight might affect his ship's stability; adequate boat-drill, so that, if hit fatally, the ship can be abandoned in orderly fashion with a minimum of human loss. These are only a few of his responsibilities.

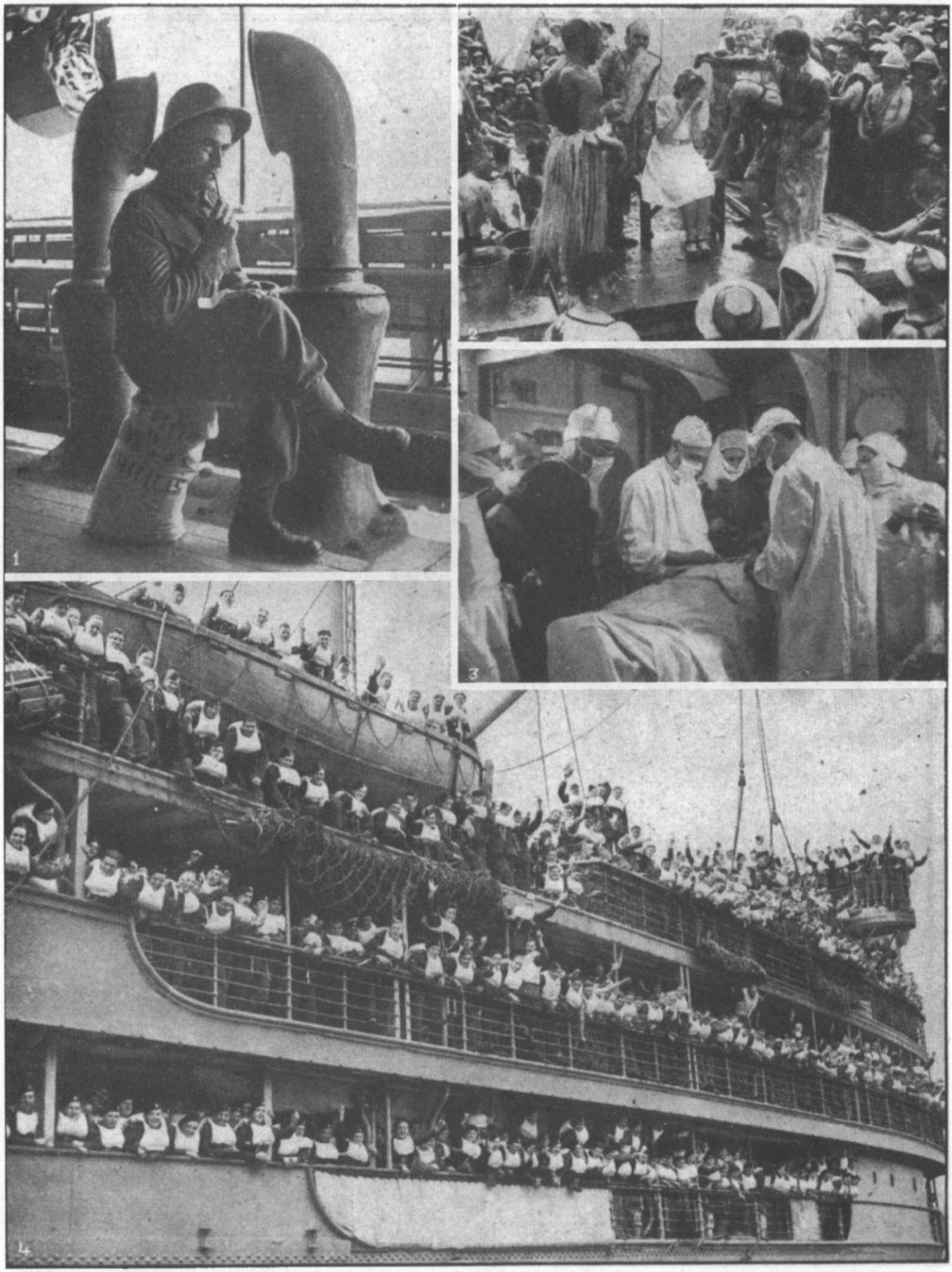
Although the actual invasion may be carried on by invasion-barges and light craft when the real issue arises, the transport must naturally enter the danger-zone, and the nearer she can attain to the enemy coast the more valuable is her service; for her high speed helps in that element of surprise which is so essential in modern war. The nearer her approach the greater her risk, as she comes in range of dive-bombing attacks, which, until the Air Forces gain supremacy, are bound to be fierce and frequent.

The successful outcome of our invasion plans has been due in large measure to the skill, courage and endurance of the masters of Merchant Navy transports. The finest merchant seamen in the world are in command of these leviathans. They have been trained to face any eventuality with coolness and skill, for new circumstances are bound to arise with every new adventure and split-second decisions must oft be made and acted upon. The world owes more than is realized to her merchant shipmasters—not only to feed and equip the world but also to save it.



FIGHTING MEN ARE NOW HER PASSENGERS. The Queen Mary, Britain's 81,235-ton peacetime luxury liner, speed 30 knots, now in drab war-paint and heavily armed, has been transporting Allied troops to battle-fronts throughout the world. In pre-war days she twice won the Blue Riband for the fastest Atlantic crossing, in 1936 and again in 1938. *Photo, Associated Press*

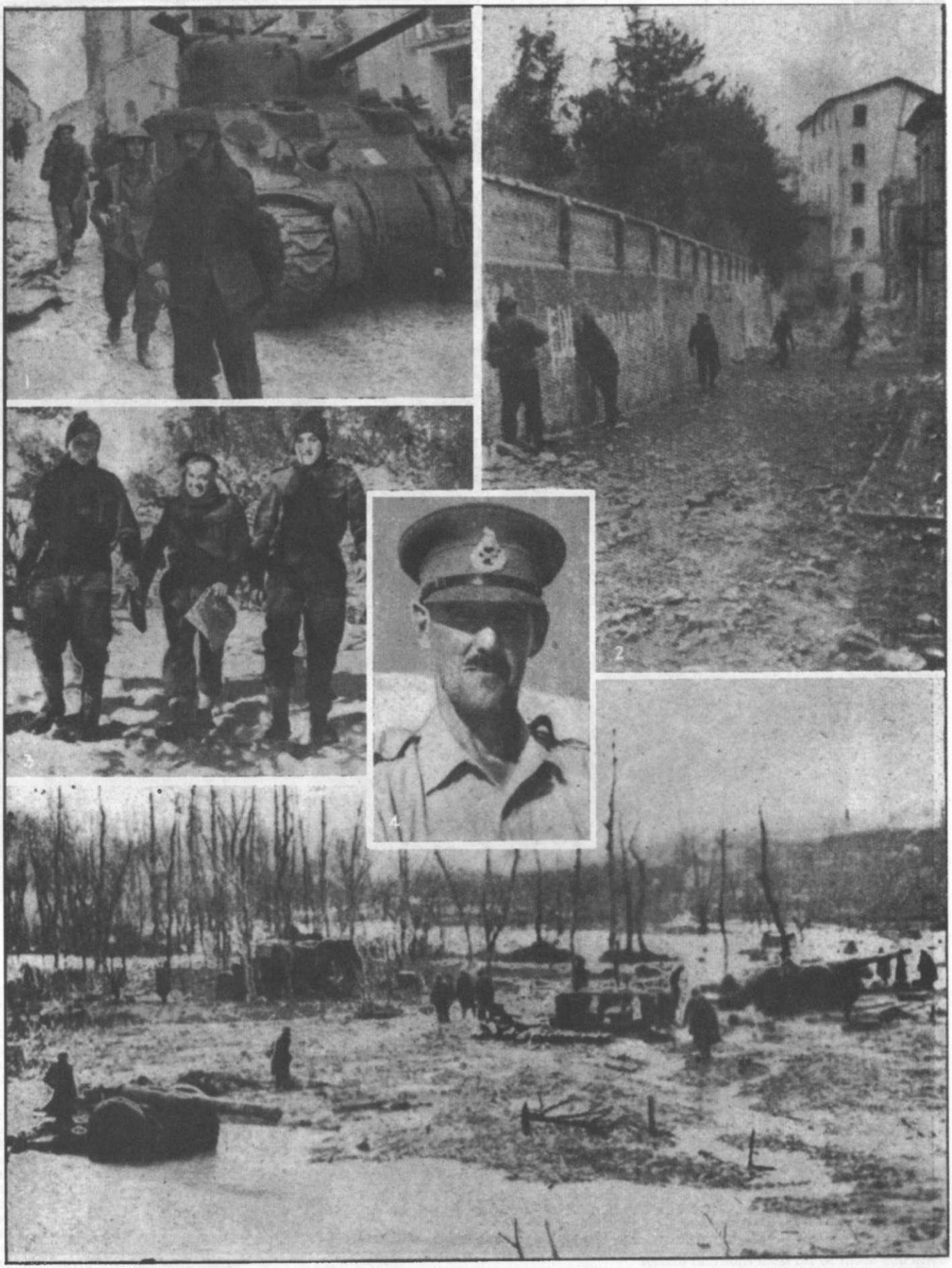
In an Allied Troopship Bound for Distant Battle



ARE WE DOWNHEARTED ? Cheerful warriors provide the answer as the packed troopship (4) moves off on her long voyage. Excitement of departure subsided, a sergeant (1) takes the first opportunity to squat on his kitbag and write a letter home. On the High Seas, ship's surgeon and hospital staff (3) carry out an urgent operation. An operation of a very different kind is Crossing the Line : a nurse (2) receives King Neptune's boisterous attentions. See also facing page.

Photos, British Official : Crown Copyright ; Topical Press

House by House Ortona Fell to Monty's Men



DEEP MUD NOTWITHSTANDING, 8th Army guns in Italy (5) softened-up the Ortona defences preliminary to tanks and infantry gaining entrance to the town (1). Prolonged street-fighting followed (2). Well wrapped up against the bitter weather in warm comforts from Home (3), our men completed mopping-up operations by Dec. 28, 1943. Successor to the 8th's beloved General Sir Bernard Montgomery, Lieut.-General Sir Oliver Leese (4) assumed command in Italy on Dec. 30, 1943. See Ortona story in page 569.

Photos, British and Canadian Official

Fighting France Beats Nazis on Italian Soil

VETERANS OF THE TUNISIAN CAMPAIGN, French troops now on the 5th Army front in Italy have scored important successes, notably the capture of Acquafondata and San Elia, announced on Jan. 15 and Jan. 18, 1944, respectively. Great skill in mountain warfare earned them these triumphs in the difficult northern sector. General Clark, 5th Army Commander, commenting on these achievements in a message to General Giraud, stated: "Every day the French forces under General Juin are adding a new glorious page to their distinguished record."

Photo, British Official

Planning to Regain the Key to the Orient

First step towards fulfilment of the recent Cairo Conference decisions (see p. 499) for the liberation of all territory occupied by Japan during a 50-year period of aggression is the reconquest of Burma, cornerstone of Japan's illgotten empire. A Special Correspondent throws light on the tasks confronting Lord Louis Mountbatten as Supreme Allied Commander S.E. Asia. See also facing page.

OCCUPYING a highly strategic position in the Far East, the reconquest of Burma, the Key to the Orient, will be the first Allied objective on the Asiatic mainland. For this purpose, powerful land and air forces are concentrated in India, and strong naval units in Ceylon, possibly in preparation for operations against the Nicobar and Andaman Is. Though simultaneous attacks may be carried out against the Burmese-Javan arc of islands, the main task of Lord Louis Mountbatten is the conquest of Burma and the opening of the Burma Road. With Burma once again under the control of the Allies, not only would the Chinese armies be able to receive heavy equipment and other vital war material in quantity, but Japan's position in South Eastern Asia would become extremely precarious. From Burma thrusts could be developed into Siam and French Indo-China which would completely paralyze the enemy's hold on the Indies and Malaya.

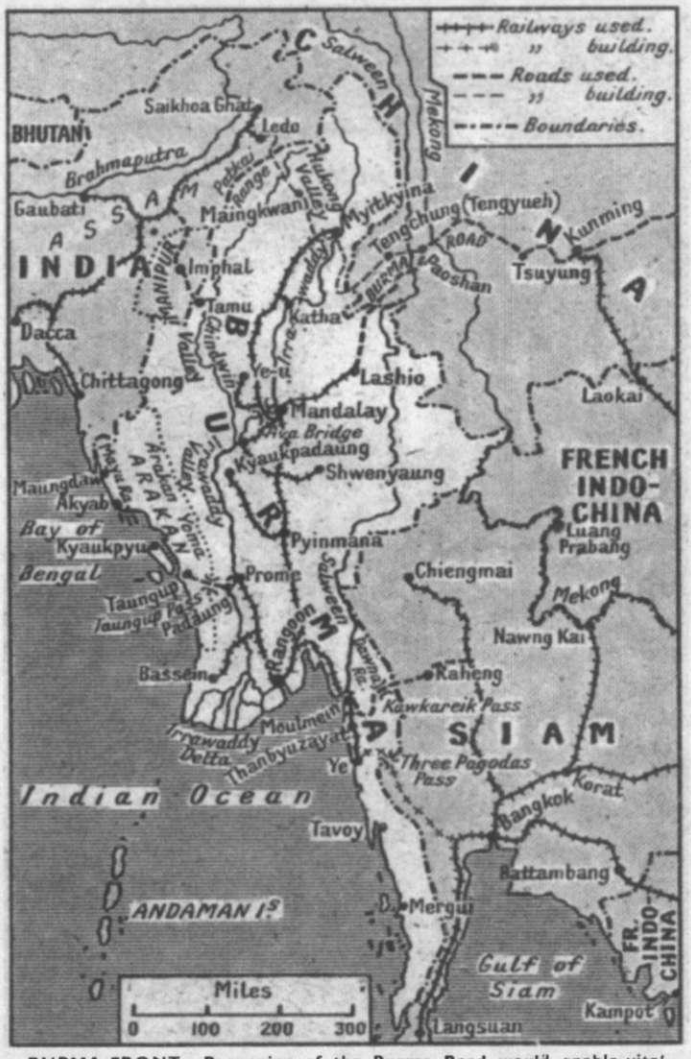
The immediate problem confronting the South-East Asia Command, then, is the wresting of Burma from the Japanese. Separated from India by jungle-covered mountain ranges and the Bay of Bengal, the reconquest of Burma will be a hard task. As a result, the offensive against the Japanese in Burma will have to be launched from more than one direction and across more than one element. From Assam and Manipur overland thrusts into Northern and Upper Burma can be expected, coupled with naval landings along the west coast and in Lower Burma.

ALREADY, American trained Chinese troops have forced their way into Northern Burma. In their wake a motor road known as the Tokyo Road is being constructed. This runs from the railhead of Ledo in Assam and crosses the Patkai Range into the Hukong Valley, jade mine district of Burma. The Chinese intend to link this road with the Burma Road at Paoshan, running via Maingkwan, Myitkyina and Tengchung (Tengyueh). Another important road has recently been built from the Indian State of Manipur towards the Chindwin Valley. These roads are likely to be the most important invasion routes in Upper Burma.

However, as the Burmese west coast is shut off from the interior of Burma by the Arakan Yoma mountain range, Rangoon, which is the gateway to Burma and the Burma Road, is the most important objective in the country. Thus, for the Allies it is desirable that landings from the sea should be carried out as near as possible to the Burmese capital of Rangoon, situated on the Irrawaddy Delta. But landings on the Delta with its mangrove swamps would be difficult.

Further, with the Japanese still in full control of the naval and air bases in the Andaman Islands, attempts to land men and material on the Delta without first gaining control of the Andamans may prove to be hazardous. Therefore efforts to seize these islands, just over a hundred miles away from the Burmese coast and some 900 miles away from Ceylon, may first be made. With the Andamans in the hands of the United Nations landings could also be made near Moulmein. This would enable the Allies to cut Japanese overland communications with Siam running across the Dawna Range through the Kawkareik Pass.

At present most of the land activity on the Burmese war zone is confined to the Arakan front. Though the Burmese coastal province of Arakan is not strategically vital to the forces of the United Nations, that is if a direct landing can be effected in the neighbourhood of Rangoon, control of Arakan with its important air base and capacious harbours at Akyab and Kyaukpyu would nevertheless be of great advantage. Its occupation would pave the way for a thrust into the heart of the country. The 100 mile long Taungup-Padaung motor road, across the Arakan Yoma mountain range via the Taungup Pass linking the Burmese west coast with the Irrawaddy Valley, has been greatly improved by the Japanese, who have been using it as the main supply route for their forces in Arakan. They are, however, now finding it increasingly difficult to move traffic freely owing to the frequent Anglo-U.S. air attacks on supply dumps near Taungup and on motor convoys along the Taungup-Prome road itself. As proved in last winter's campaign, the Arakan coastal strip can only be successfully occupied by combined sea and land operations. Thus, landings along the Burmese west coast, near Taungup in particular, may be made with a view to a drive into the interior through the Taungup Pass.



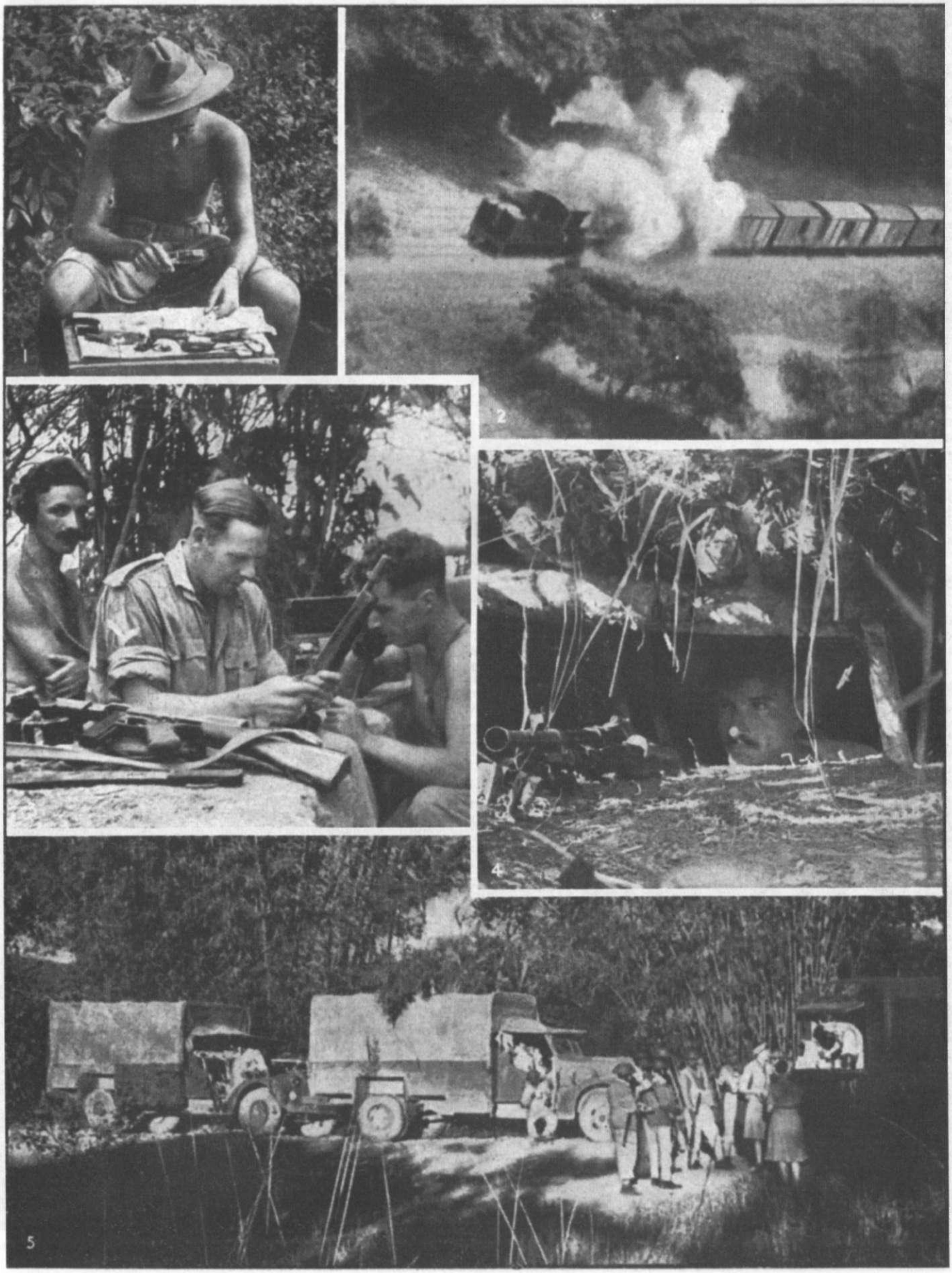
BURMA FRONT. Reopening of the Burma Road would enable vital war supplies to reach Chinese armies. Meantime, Chinese troops are building the Tokyo Road, from Ledo railhead, Assam, across the Patkai Range into the Hukong Valley, eventually to link up with the Burma Road. See also illus. page 464. *Specially drawn for* THE WAR ILLUSTRATED

REALIZING that Burma will be the first Allied objective on the Asiatic mainland, the Japanese High Command have also been making military preparations to counter the Allied threat. Improvement of communications in and between the countries her armies have occupied seems to be the essential feature of Japanese preparations. Though the Shanghai-Singapore rail link is still an ambitious dream, Burma has definitely been connected with Siam by a good military road running through the Kawkareik Pass, while the Rangoon-Bangkok railway on which British prisoners of war have been put to work is still under construction. The projected railway is to run from the southern Burmese rail terminus of Yé, 220 miles south of Rangoon, through the Three Pagodas Pass. Recently large stocks of material which the Nipponese had accumulated at Thanbyuzayat, south of Moulmein, for the construction of the Rangoon-Bangkok railroad, were bombed by the United States Tenth Air Force operating from airfields in India.

Japanese military preparations in Burma, therefore, have not been allowed to continue unhindered. Throughout the monsoons, U.S. and British Air Forces incessantly bombed railway connexions and dock installations including key bridges like the 3,940 feet long Ava Bridge near Mandalay, which is the main link in the rail connexion between Lower Burma and the regions threatened by the forces of the United Nations from Assam.

DESPITE difficulties, the Japanese have been steadily reinforcing their forces in Burma under the command of Lieutenant-General Matakasu Kawabé. According to Chinese reports the strength of the Japanese army in Burma is put at ten divisions, with reserves in Siam and Indo-China, while a large proportion of the Nipponese Air Force is based on Chiengmai in Siam. Thus the fight against the Japanese in Burma will be hard, but everything is being done to ease the lot of our men engaged. For example, British troops fighting in Arakan are now getting fresh wholemeal bread, supplies reaching the most advanced positions every 24 hours from field bakeries set up at strategic points and staffed by bakers of the R.I.A.S.C. From these working depots the bread, baked in clay ovens, is distributed to strong-points in the jungle hills overshadowing the main battle fronts. Mobile canteens penetrate even the jungle trails, see photograph on opposite page.

Our 14th Army is Now on the Move in Burma



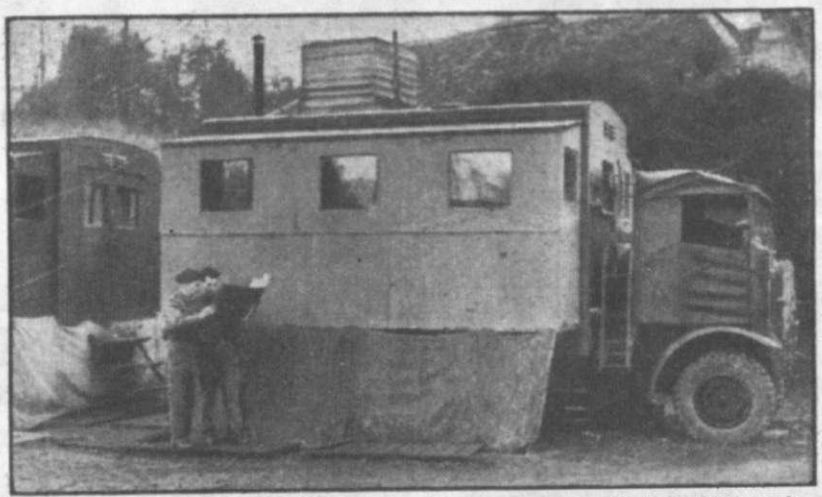
WITH THE RECAPTURE OF MAUNGDAW, Burma key-point 60 miles up the coast from Akyab, by the 14th Army (reported on Jan. 11, 1944), and advances on the central part of the Burmese front, Cairo Conference decisions are being implemented. A British advanced post (4) menaces Japanese patrols ; communication is by field telephone (3) ; an officer seeking unit identifications (1) scrutinizes articles from Japanese casualties. Freight train (2) is shot up by a Beaufighter. Convoy men (5) stop for tea at a mobile canteen. *Photos, British and Indian Official*

Maps for Battles to Come Prepared at Top Speed

Army cartographers not only record hour-to-hour changes in the battle zones for the information of our commanders; they plot the ground where future battles are likely to be fought. In this article HARRIMAN DICKSON outlines the astonishing organization which has contributed so greatly to our successes in the field and which is indispensable for the achievement of victories to come.

TUCKED away behind G.H.Q. in Italy are a handful of trucks which, but for their very elaborate camouflage, might pass unnoticed by the casual visitor. The camouflage experts spent some time on the job. It was a particularly vital one. For from these trucks come up-to-the-minute maps which go straight to the front-line troops. In previous wars you studied your map at leisure, several days before the battle. Today maps are issued with the same high speed and efficiency as newspapers.

A big offensive is about to begin. Reconnaissance planes get pictures of the enemy's forward areas. They show considerable changes of gun positions, minefields and trenches. The information is rushed back to the Mapping Unit, who are specially equipped to deal with stop-press details. All the alterations in the German dispositions are quickly recorded on fresh maps. Then the printing machines begin to turn over. They are capable of printing thousands of maps in several colours, and they can complete a full-scale job in a few hours.



MOBILE MAP-PRODUCING UNIT equipped to accompany a main body of troops. It comprises a printing press, with personnel of surveyors, cartographers and draughtsmen skilled in rapid and accurate production of entirely new maps or the last-minute improvement of existing ones for speedy issue in the field. *Photo, Fox*

Four hours after receipt of details of the new enemy dispositions, brand-new maps are leaving the Mapping Unit again for dispatch to the fighting forces. Tank commanders, ready to go into action, get their copies. Commandos, about to launch a surprise attack, see from the new and revised map that they must switch their area of operations. It may mean hundreds of men spared from annihilation. Certainly hundreds of casualties are saved through this service. The Germans have a very healthy respect for our map-making units. On at least three occasions they have issued to their own men copies of our maps taken from prisoners.

The British staffs of the mapping units are highly specialized men who know every trick and turn of the "trade." Their work does not stop between battles; a lull in the fighting may give them more work than ever, for the enemy begins to change his dispositions during the lull, and our experts have to survey and prepare maps of the area which looks like being the next centre of fighting. There are several map-making units at the battle fronts, and on occasion they come in for their full share of actual warfare. The map-making unit in France had a warm time during the Dunkirk operations, and in the North African campaign a unit was strafed from the air for several hours. Map-making is not the easiest thing to do under fire. The ground may heave under you, just as you are touching-in the most tricky corner of, say, the toe of Italy, but as every moment is vital there must be no letting-up.

It has long been recognized in military circles that if your maps are more accurate and up-to-date than the enemy's, then you start the battle with a distinct advantage over him. The battle of Alamein was clear evidence of this; our maps of the enemy's lines were astonishingly complete. Every battery was carefully marked. Officers knew just where the trouble would start. Similarly, the infantry had close-ups of minefields ahead and knew just how to enter them. Those maps were not only very detailed and accurate, they were completed only three days before the battle began. Thousands of them were then rushed through the printing presses of the Eighth Army Survey Units into the hands of front-line troops.

The number of maps required for any major operation today gives some idea of the scope of the map-making units. For the invasion of Sicily, over 3,500,000 maps were printed. In Italy that number has probably been doubled. The Sicilian maps were prepared from large numbers of air photographs taken of the coast defences. They had to be flown to Cairo, printed and flown back to the invasion Armies; and these maps showed every one of the details taken only three or four days before.

The basic maps required by our forces in the Mediterranean are prepared by the Army Survey Directorate in Cairo. They also produce the maps and charts for the Navy and the R.A.F. More than 2,000 men are employed day and night translating every new move on the battle fronts into mapping terms. Beginning, sometimes, with a few scrawled lines set down on paper by a lance-corporal, they produce, in a few hours, a beautifully coloured map, complete in every detail. And that map may influence the whole course of a new campaign. Issues are not confined to overseas forces, of course. During one month alone—November 1943—no less than 1,031,776 maps were issued by the Army Survey Department to troops stationed in the United Kingdom.

FROM AERIAL PHOTOGRAPHS studied through a magnifying glass (left) army experts prepare data for a new map. A Royal Engineers surveyor (right) uses his plane instruments to make an accurate land survey. Combination of these air and land efforts makes possible a minutely detailed map of any given area not actually in enemy hands or under fire. Panorama photographs of enemy-held territory are naturally lacking in certain details, which can be determined only from ground level. *Photos, Fox*

Photo, Planet News

No Enemy Bombs Will Fall on the Reich!

Thus Goering boasted to the German people. The weapon the Nazis used so ruthlessly against defenceless cities and hamlets has been turned against them, and no capital in the world has suffered such devastation as Berlin. Between the start of the Battle of Berlin, Nov. 18, 1943, and Dec. 16, six maior raids resulted in complete destruction of 1,300 acres of buildings; in four later raids 5,000 tons were dropped. Here, at the Brandenburg Gate, women prepare to serve food to the bombed-out.

As the Hour of Final Reckoning Nears—

The strains of a Nazi military band (1) marching down Berlin's bombed Unter Den Linden, past debris at the corner of Friedrich Strasse, may or may not cheer the sinking hearts of those quaking under shattering blows from Britain. From the tubes, night-shelterers emerge (2), and queue for water—the R.A.F. having cut off the main supply—from an old street-fountain erected in pre-mains days (3). A wrecked shoe shop (4) announces that business will be conducted in the basement.

Photos, Associated Press, Planet News

—From 'Europe's Aircraft Carrier' Britain

With Gestapo chiefs and high Nazi officials in attendance, Goering strives to infuse hope into the homeless (6); not their homes but war factories of the Reich were the R.A.F. objectives. In the Wittenbergplatz district (5) of Berlin demolition squads have been active. Foreign workers and war-prisoners are no longer set to this task; as bombing rises to a climax they are worked still harder in the factories. The labour of clearing-up now falls compulsorily upon the bombed-out.

Photo, Keystone

Berlin's Evacuees Wait—and Wonder

Fervently they hope the present peace of the East Prussian countryside where they and their belongings are lined up to await transport to an unspecified destination will not be shattered. They are leaving for good, they trust, the panic atmosphere and acute food problems of the capital and other big towns, intensified now by the inadequacy of rail and lorry traffic to such an extent that tens of thousands of bombed-out civilians stand perforce in long queues for hours for doled-out soup.

VIEWS & REVIEWS

Of Vital War Books

by Hamilton Fyfe

MacArthur of the Unpacific Pacific

WE have not heard nearly as much about General MacArthur, now in command of all military forces engaged against Japan in the S.W. Pacific, with his headquarters in Australia, as we have about the war leaders on this side of the world. There is a vivid and most heartening sketch of him in Mr. Clark Lee's book, They Call It Pacific (John Long, 12s. 6d.), a freshly-observed and largely new account of the loss of the Philippines by the U.S.

MacArthur was made responsible for their defence, but he was not given anything like the materials or the men to put up adequate resistance to the furious Japanese onslaught. But he certainly made the most effective use of the means he had at his disposal. Above all he inspired his men. "He never allowed himself the luxury of letting down," which means that he never relaxed ("letting down" with us has a different meaning).

He always kept his shoulders back and his chin at a fighting angle. He always looked serenely confident, even at the blackest moments. He spoke to privates always with a word of praise or cheer, as readily as he spoke to the members of his staff. His hair grew long, but his trousers retained their crease and his shoes their polish. It was part of his code to keep them that way.

He thinks of warfare, Mr. Lee says, in terms of offence. He plans to strike blows, not to parry them. He never thinks, "as some commanders did, in terms of what he might lose." The French generals especially were obsessed by fear of losses.

MacArthur's orderly and personal servant, a Filipino and a good soldier, as most of the Filipino troops are, in the author's opinion, says of him he is "always in tip-top condition, walks, walks, walks constantly, does callisthenics, no drinks. Always leaves parties at 11 p.m." He is "a soldier and a man of culture, whom some men hate because he is both prophet and poet and a master of the English language, who can tell you the details of every great battle in history, whose incisive brain and great military knowledge," Mr. Lee suggests, "ought to have been employed in planning great battles, massing hundreds of thousands of men and thousands of tanks and planes, to attack, not to defend."

MR. LEE charges his country with having failed the Filipinos as Britain is blamed for losing Singapore and the Dutch Government is considered to have left Java and Sumatra without proper protection. "We told them we were big and strong and powerful and would take care of them, and they believed us." But when the Japs attacked there were not enough men to make that boast good. "Gen. MacArthur did not have even enough troops to hold an unbroken line across the fifteen-mile-wide peninsula of Bataan and he had to leave part of the mountainous area in the centre undefended. The Japs quickly found that out."

As for air defence, there was almost none. The principal military airfield was bombed while "the pilots had come down to eat and to refuel their planes all together, instead of a few at a time." The machines were caught on the ground and destroyed, "lined up in straight rows and not dispersed, because our fliers had not had any experience and did not understand the necessity for dispersal. Underground hangars were being built, but were not yet finished. Radio detecting equipment was inadequate." So the Americans suffered "one of the most crushing blows in the whole Philippines campaign." The enemy was able to bomb undisturbed. "Why doesn't our Air Force knock them out?" the Americans in Manila and elsewhere kept on asking each other. They only learned afterwards there was no Air Force to do it.

That undoubtedly made the Japanese programme of Asia for the Asiatics appeal to the Filipinos more than it would have done if the United States had kept its promise to defend them with its might and power. "Such a programme," a shrewd Filipino told Mr. Lee, "has a terrific pull for lots of Oriental people." He pointed out that the Americans and the natives of the islands liyed in two different worlds, and "so long as Americans insist on living in their own and keeping us in ours, the spiritual and psychological differences between us will continue to exist and to grow deeper. And if America doesn't send us help, who knows . . . ?"

But America will send help. MacArthur has made up his mind to go back to the Philippines and he can return only as conqueror. He knows all the obstacles. He does not underrate them. "The Jap is a first-class fighting man," the General says. "Their troops facing me on Bataan may not have been as good as the best troops in the (First) World War, but it would take the best troops to beat them.

"THEIR officers spend lives heedlessly, even for unimportant objectives. The individual Jap is a fanatic. He will throw himself on a land mine to explode it and clear the way for others. He will fling himself on barbed wire and let those following him climb over his body." A Japanese general said his country's rulers were prepared to lose ten million men in the Pacific war. Consequently Gen. MacArthur's view is, "The only way for America to win is to kill Japs, kill more Japs, and kill still more Japs." Not a pleasant prospect for either side!

MacArthur knows why the Japs drove the U.S. and Great Britain and the Netherlands out of the Far East and conquered a vast and rich empire containing all the natural resources needed to make Japan the world's most powerful nation. It was by reason of their very careful planning and their bold, fearless attack. "Mostly they won," declares Mr. Lee, "because of the indecision and slowness of the United States." American forces in the Pacific were too small, merely "token" forces. The reaction after Pearl Harbour was too slow. With air control established in their favour, the Japanese drives could not be stopped. The Japanese Air Force was the decisive factor everywhere. It "operated like a smooth, first-class machine." Army and Navy "worked perfectly together as a single team." Their preparations were amazing, and they knew every foot of the ground they were to fight over, since their spies had for years been laboriously gathering the information they would need.

ALL this MacArthur knows and takes fully into account. At this moment he is making his plans—plans that will be no less thorough and perfect than those of the enemy—with every difficulty charted, every eventuality foreseen. When the time comes, he will put those plans into operation and will be on his way back to the Philippines. That will be his supreme testing-time. In the Battle of Bataan he did the utmost that could be done with what he had. "It may have given the United States sufficient time to recover from the Pearl Harbour disaster and to build up its Pacific forces to an extent that the Jap advance was finally stopped—at Coral Sea and Midway."

Those naval victories and the successful challenging of Japanese superiority in the air point the way to the triple power that MacArthur will be able to deploy. But even when he has used it and Japan has been utterly beaten, there will still be another war to carry through. That the Japs are brutal we know. One little example Mr. Lee gives almost without comment; it is so familiar. Jap sentries in Shanghai frequently slapped or clubbed foreigners for smoking as they passed, this being an insult to their emperor through his representatives—themselves! But what about the "amiable-looking British business-men who in Hong Kong pushed Chinese off sidewalks or hit rickshaw-pullers with a cane?" And the American woman in Manila who, being refused a drink after closing hours, called out, "You Filipinos are dirt. We are the ruling race here." Unless we can "live in the same world" with the people we live amongst, we shall have fought the war and won it all in vain.

GENERAL DOUGLAS MacARTHUR, hero of Corregidor, victor of the Bismarck Sea battle, Allied Supreme Commander in the S.W. Pacific since March 1942. He is responsible for directing Allied thrusts against the Japanese in New Guinea and the Solomons. A vivid sketch of this 63-years-old campaigner is given in the book reviewed here.

Photo, Pictorial Press

Battle of Communications on the Karelian Front

RUSSIAN TROOPS on the Karelian Front, Finland, are alert in intercepting enemy attackers of vital railway communications, and any disruption caused is set right in the minimum of time. As marauders appear, A.A. crews of an armoured train (2) stand to their guns, awaiting the fire order from their commander. The enemy driven off, damage is repaired by the train crews themselves (4), who replace blasted track with new rails, while linesmen (3) rapidly restore telegraph wires by the track-side. Red Army sappers (1) strike back, mining a railway bridge essential to the enemy's needs; its destruction aided the Soviet High Command's strategic planning.

Most important region of the Karelian front is the rich industrial Karelian Peninsula, ceded to Russia by Finland on March 12, 1940, but re-occupied by Finnish troops in the autumn of 1941. Recently launched Soviet offensives in the Leningrad and Volkov areas threaten to outflank the whole Karelian Isthmus from the sea.

Photos, Pictorial Press

The Soviet Sharpshooter Learns to Get His Man

SCHOOL FOR SNIPERS In a Russian forest trains Red Army marksmen who take such heavy toll of the enemy; here also, battle-skilled troops have refresher courses during lulls in fighting on their particular sectors. Sergeant Andrei Lavenko, chief instructor, who has 40 Germans to his credit, is coaching one of his pupils, who will become still more adept at picking off Germans at long range—for which purpose the rifles are fitted with telescopic sights.

Photo, Pictorial Press

Behind the Scenes with Showmen of the Services

Between spells of activity overseas, and in intervals of hard training, boredom can be one of the worst afflictions. How this is dispelled by the well-organized machinery of Services entertainments, and, all else lacking, how men are encouraged to amuse themselves, even in the most unpromising circumstances, is explained by CAPT. MARTIN THORNHILL, M.C.

WAR is not the dismal affair it used to be. When the troops move on, the Show moves on too. Established troupes of showmen are literally a branch of the Services now, keeping serving men entertained, maintaining good cheer and morale among millions of troops in training and reserve, overseas and at the fronts.

Welfare in the Forces began with "Comforts," an ambiguous term which covered all army welfare, such as it was, in the war days of the near past. Apart from a few local amateur shows provided by kindly civilian well-wishers, the efforts of a few hard-working padres, conscientious colonels and a handful of local welfare officers, there was nothing except table games in the canteens, and what the soldier himself could cram into his leaves.

All the same, it was directly on those modest early efforts to ameliorate the soldier's lot that the Government, the War Office and the show world have built their vast contemporary schemes of Forces welfare and entertainment. The platoon subaltern was always responsible not merely for the training of his men but for their general welfare. If a soldier got into trouble, his subaltern put in a word for him; he visited him in hospital, saw that all his men were suitably provided for in off-duty hours. In short, every subaltern was his men's unofficial welfare officer.

Just Short of Going Crazy

But there were obvious limits to what a junior company officer could do, virtually without funds and with no official entertainment schemes. For thousands of soldiers quartered in outlying districts, in camp or on active service, canteen draughts and dominoes, an occasional game of football, an amateur show or two, just about kept the men from going crazy—little more. Boredom set in. Something had to be done about it.

And it was—if slowly. Early in the war county and local welfare officers were appointed, and units were encouraged to detail an officer to co-operate with them. Each was responsible for seeing that the men of his unit received books, comforts, handicrafts and lectures. ENSA (Entertainments National Service Association) was formed to distribute professional entertainment to all Commands. Soon the allocation of ENSA parties was something like 20 per Command, producing about 150 performances a week.

So far so good. ENSA and its companion body—CEMA (Council for the Encouragement of Music and the Arts), and the rest—had been doing a fine job of work. But the Forces now numbered several millions, and there was not nearly enough entertainment to go round. So the War Office encouraged units as far as possible to provide for their own entertainment. Keen comb-outs revealed enlisted professional entertainers. After that it was a short jump to bands, orchestras, concert parties, choirs, theatrical companies.

And that, broadly, is the point to which Forces entertainment has now advanced. The soldier-entertainer and his troupe of showboys is now officially recognized, modelled—be it noted—on those few but fine, hard-working divisional concert parties of the 1914-1918 war: the Roosters, Splinters, Balmorals, Rouge et Noir. This unit-supplied material is at the complete disposal of District Entertainment Officers, who distribute it with the single aim of keeping every unit in their territory constantly supplied.

Every D.E.O. is a regimental officer specially selected for his job, with funds at hand and stage properties available from central supply stores. With the help of an assistant Entertainment Officer in each unit who voluntarily undertakes the task in addition to his normal duties, the function of the District Officer is to see that the Forces in his region are willing and able to entertain themselves, he himself filling the multiple role of general manager, film renter and distributor, censor, legal expert, transport wizard, and solver of other problems.

A C.O. asks for the Sunday opening of a cinema in his area to be arranged. The E.O. attends to it. Can the E.O. provide producer, props, curtains, footlights, spotlight, for a troops show during a particular

ENTERTAINMENT FOR THE TROOPS by the troops not infrequently reveals unexpected talent among amateur performers. There may be a star of the future among the members of this concert party who are busily sorting costumes. *Photo, Fox*

week? He can, and he does. A unit E.O. wants to outfit a new concert party; how about clothing coupons? The D.E.O. contrives that too. There's some privately donated equipment—a film-projector maybe: what is the best use that the E.O. can make of it? Why, there is probably an isolated A.A. battery out on the Lincolnshire Fens—the very place for it.

If entertainment for the troops by the troops is a major part of the Army show game today, don't imagine that, in these critical times with shortage of man-power, troop concert parties skip parades and cut the fighting. True, there is a War Office Central Pool of Artistes—a limited number of one-time professionals, some unfit for strenuous war service, the others serving soldiers who report back to their units for training every three months. Like ENSA, the C. P. of A. provides a shuttle service of entertainers purely supernumerary to units' own entertainment efforts; their main function is to step in where unforeseen circumstances forecast a blank week, or to supply artistes for isolated batteries and detachments which cannot provide their own entertainment.

But, like his counterpart in Russia, where the soldier-performer scheme is also popular, our khaki showman is a soldier first, entertainer afterwards. His filling of that role does not exempt him from swapping his saxophone for a Bren gun. The need arises quite frequently on active service; and even troupes of civilian show-makers have had some exciting moments.

While the Eighth Army was on the move from El Alamein there was little time for organized entertainment, but once General Montgomery had gained the coveted goal, Tripoli, there was some breathing space. A few days after the last enemy truck had rolled westward out of the city, the largest welfare convoy ever assembled in the Middle East began its journey across 1,500 miles of dreary desert from Cairo.

It had been smaller "mobiles" like these that braved bombs and shells to give the troops entertainment during the siege of Tobruk. In tunnels and hide-outs within the beleaguered garrison, one tireless organizer saw to it that the shows went on throughout the siege. And when the port was at last relieved this showman led the cinema cavalcade on to Derna, then to Benghazi. There his car was blasted by a bomb, which severely wounded him, forcing him to relinquish his job to another.

Dispersed by Tanks and Shells

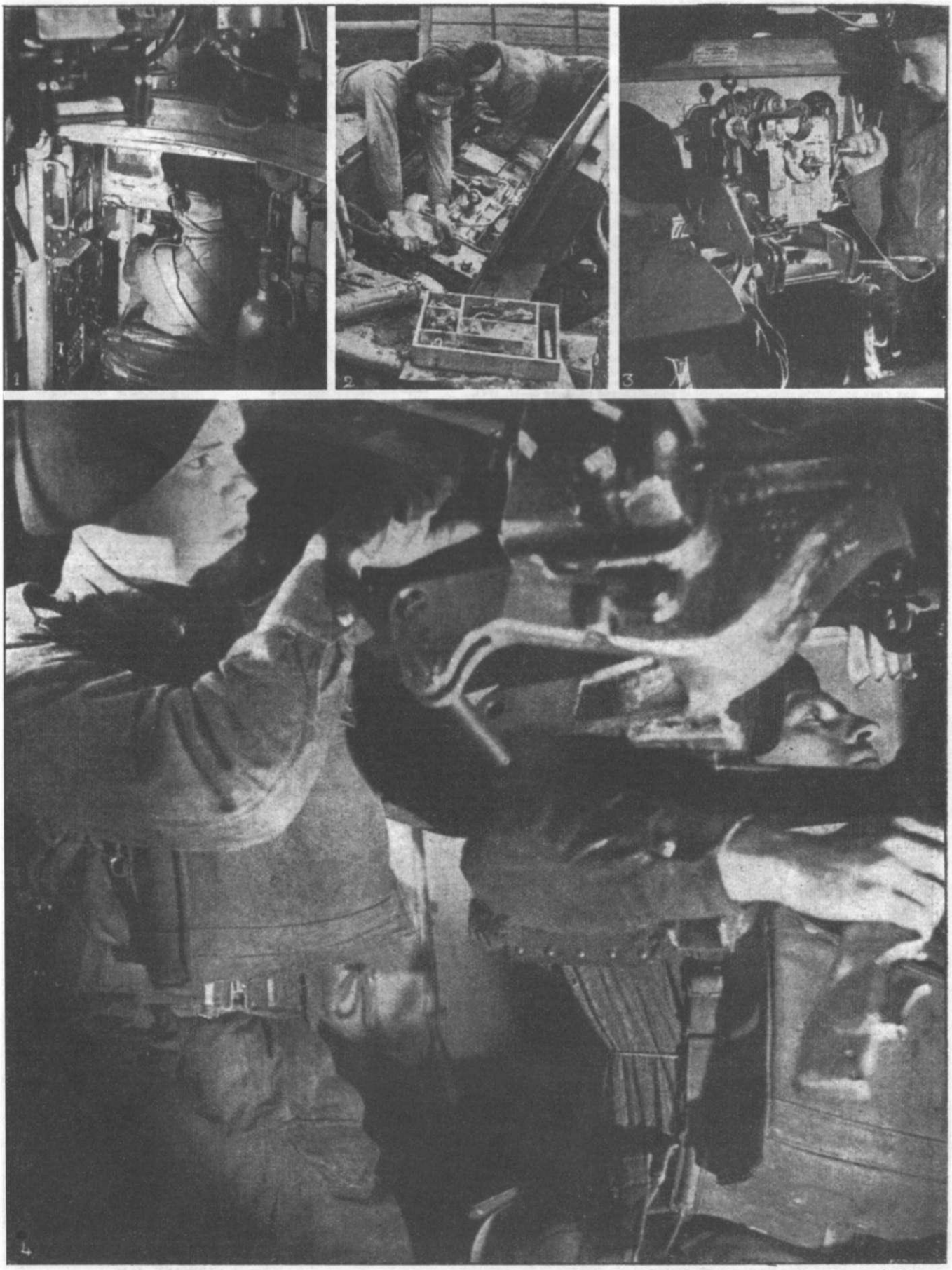
This man was the shows hero of Tobruk, even if his fun fare was only films. But in the view of the Directorate of Army Welfare it is invidious to mention names, for in all the theatres of war there are scores of outstanding yet unsung members of troupes who work unceasingly to keep the troops in good heart. Often their shows are forced by bombing and shell-fire to disperse, only to reform as soon as it seems reasonably safe to carry on. Once at least, when enemy tanks made a sudden appearance, troupers have found themselves well and truly in the front line, with barely five minutes in which to seize suitcases and get out.

India, where there are more troops than ever before ready for large-scale invasion of Burma, has its ENSA too: ACES, for short—Amenities, Comforts and Education for the Services. A knotty problem in a country 17 times the size of the U.K. is the travel question, so in India units are encouraged to furnish their own fun. And between them they are staging many a show that brightens the lives of troops in lonely jungle outposts on the Burma border, as well as in Burma itself.

In bamboo thickets and jungle glades, by rugged mountain passes, on the edges of dangerous swamps, the war's showmen bring popular fun to some of the world's most appreciative audiences. Night after night, the stage as often as not a giant ant-hill levelled off at the top by willing hands from the audience, with oil lamps as footlights, the tropical moon a spotlight, little bands of entertainers play to off-stage accompaniments by roaring tigers and laughing hyenas, the dismal howl of the jackal, chattering monkeys and the non-stop drone of clouds of mosquitoes like the hum of distant planes.

There are plenty of critics of the quality of entertainment provided for the Forces, cynical comments on the lack of shows at places where they are most needed. But make no mistake about it, the stuff they give the troops—and the stuff the troops give themselves—to keep boredom at bay, is getting bigger and better.

Inside a Fifty Miles-per-Hour Churchill Tank

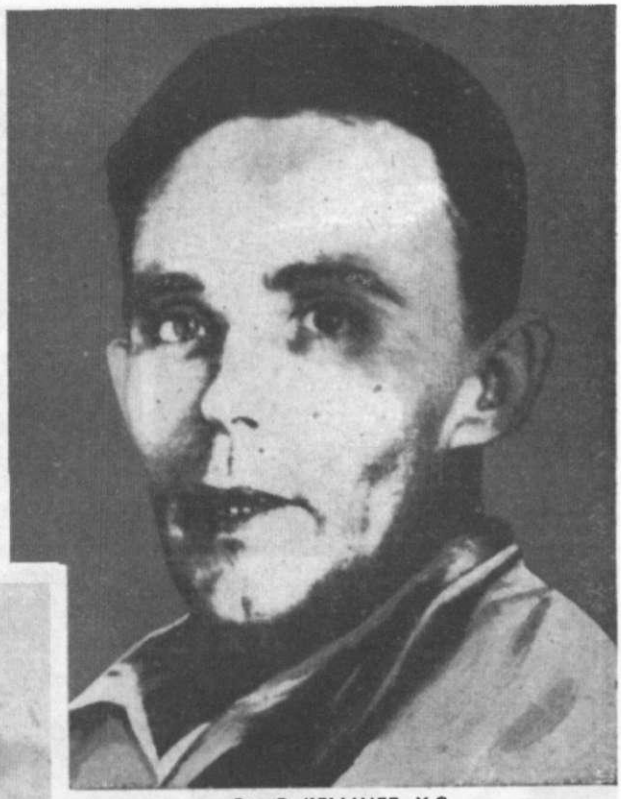


MAZE OF MACHINERY leaves little room for the crew of a Churchill tank, as is obvious from the positions of the driver (1) at his steering lever, the gunner (3, left) and the wireless operator (3, right) who also acts as gun-loader. The gunner (4, right) assisted by the wireless operator who is attending to the gun's breech is seen from another angle. Royal Armoured Corps men adjust the engines (2). The weight of a Churchill is 28-30 tons, and its speed up to 50 miles per hour.

Photos, British Official : Crown Copyright

Tenacious Devotion to Duty Gained These Awards

Lieut. T. W. DOWNING, G.M. (left) and Capt. E. M. KETLEY, O.B.E.
These officers were members of a small party of the Royal Army Ordnance Corps who volunteered for the dangerous task of dumping overboard from a ship's hold 50,000 rounds of ammunition. It was liable to explode at any moment, but they continued operations until it was disposed of, June 8—11, 1943.



Pte. R. KELLIHER, V.C.
During an attack by his platoon on a strongly defended Japanese position at Nadzab, New Guinea, on September 13, 1943, when heavy machine-gun fire from a concealed post only 50 yards distant had stopped the advance, causing several casualties, Pte. Kelliher, Australian Military Forces, suddenly and on his own initiative rushed the post with grenades, killing some of the gun-crew. Returning to his platoon for a Bren gun he again advanced and finally silenced the post. Again he dashed out, to rescue his wounded section-leader, and returned safely.

Sapper R. SOUTHALL, M.M.
Searching for enemy mines north of Enfidaville, Tunisia, Sapper Southall stepped on one. To save comrades from injury he continued to stand on it until his foot was blown off.

Fusilier T. MOORE, M.M.
At Lemon Bridge in the Catania Plain (Sicily), July 1943, a heavy German counter-attack developed, and in the face of devastating fire Fusilier Moore withdrew some of his battalion's guns.

Major F. G. DELFORCE, D.S.O.
Commanding a mixed force, Major Delforce, Royal Fusiliers (smoking pipe in group above) received the D.S.O. for his part in holding St. Lucia, keypoint of the Salerno bridgehead, loss of which would have had serious consequences, on Sept. 15, 1943.

Sgt. J. STEWART, M.M.
Of the Queen's Royal Regiment, this sergeant received the M.M. for conspicuous gallantry displayed during the fighting in Tunis, May 7—8, 1943, when he prevented the destruction of an important bridge.

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I WAS THERE! Eye Witness Stories of the War

Japanese Night-Prowlers Routed in the Solomons

New Zealand and U.S. troops landed on Mono Island (known also as Treasury Island) in the Solomons, S.W. of the Shortland Islands, on October 26, 1943, and were in complete occupation by November 3—after extraordinary incidents such as related here by a N.Z. Official War Correspondent.

At times a score or more Japanese prowled among our lines and foxholes, chattering among themselves, singing sometimes and conducting themselves with a strangely carefree abandon that suggested a queer twist of psychology, or, what might well have been possible, over-indulgence in their alcoholic saki, many bottles of which were found in camp sites.

They sat on fallen trees and felt gingerly for men's heads in foxholes (three coconuts and pieces of coral placed here and there !) and clicked signals to each other with wooden sticks. Four sat for two hours within a yard of a wounded New Zealander, but they never saw him. One poked a skinny hand under the log roof of a big foxhole and was riddled with a tommy-gun burst.

There were occasional interchanges of fire through one night, but no enemy were killed. Four lay dead after the second night. It turned out that they had a purpose, for from trees along the beach came snipers' fire, and on the following day at least nine snipers were found. They had been eliminated by spraying the tree tops with bullets.

One battalion has this story about "The Corpse that Walked," which has the testimony of the commanding officer as a guarantee of veracity. Late one afternoon there were shots from tree-tops and coconut palms which whizzed close to a private's head. He turned his automatic rifle into a palm, and was rewarded by the falling of a sniper's rifle and the slumping of a barely discernible body amongst the greenery. The Japanese had been tied to the tree and the body stayed where it was. Dusk was falling and the body was left alone. In the morning it was gone.

Referring to another night incident, a South Island corporal now knows what it feels like to have his steel helmet lifted slowly back while he slept in a foxhole. He woke to semi-consciousness one night as his hat was being pulled gently upwards. Not realizing what was happening he drowsily pulled it back on his head. Next moment a hand jerked it up again, and the truth then dawned upon the corporal that someone was trying to lift his chin and expose his throat. The corporal did not drowse any more. He lashed out with his fists, and a dark form slid off in a hurry. With this blood-curdling lesson of night-risks in mind it is perhaps needless to record that the corporal slept no more that night, nor the night after !

Our Captors Became Our Prisoners at Ortona

Captured during the street-fighting in Ortona, Italy, 15 Canadian soldiers of the 8th Army were rescued from a house by a patrol from their own battalion. Two of them tell their stories here, in an Associated Press dispatch from Douglas Amaron. **See also pages 516, 537 and 554.**

When the rescue patrol arrived, the Germans, under the command of a young parachute troop lieutenant, surrendered their weapons and left the house as the prisoners of their erstwhile captives. One of the captured Canadians, Sergeant John Elaschuk, known throughout his unit as the "immortal sergeant," said :

There were twice as many Germans in the building as Canadians. The only order given to us was to keep quiet and muffle any coughing. None of the Germans was more than 24 years old, and one of them was not a day over 17. An officer, who spoke French and English, was about 21. The Germans, who had just returned from leave, were wearing spotlessly clean, well-pressed uniforms. They tried hard to pump

TO THIS PALM-FRINGED BAY OF MONO ISLAND New Zealand troops rushed supplies and equipment from their armed invasion craft. Japanese strove desperately to prevent the landing on Oct. 26, 1943, using heavy guns, but these were quickly put out of action by a naval bombardment. Deadly night skirmishes were a feature of the battle for this island which now forms an important base for further Allied progress in the Solomons. See story above, descriptive of the first three nights spent by the New Zealanders on Mono.

Photo, Keystone

us for information, using indirect methods of questioning which, however, had little effect on us.

They asked us about Sherman tanks, and we told them we knew nothing. We gave them the same answer when they wanted to know how many Canadians had been killed in Ortona. They were particularly keen to hear the true story of Hess. They wanted all the details, but as I did not know much about him I could not give them the information, even had I wanted to.

The Germans, who all carried pictures of Hitler, had not much to say about the war, except for the comment of one officer, who said, "Win or lose, you Canadians can return to Canada and be happy—if we lose, we lose everything!" Some of the Germans who were in good spirit whistled bars of the Lambeth Walk, and I was almost tempted to join in myself.

Private Wilfrid Haimes, another Canadian, said that his captors had asked him where his section was quartered:

I told them I didn't know. After they had finished with me they took me to a back street. We passed a house, and one German wanted to throw a grenade through the door, but another stopped him and shone a torch in instead. Just then a gramophone in the house started playing a record from the opera Carmen, and the door opened. A Canadian corporal came out, and the Germans grabbed him and took us both back.

About noon Canadian troops in the town went into the attack again and approached our building. One of the German officers took me aside and told me that the men must keep "very quiet." Then he went upstairs, and as soon as he had gone all the other Germans in the room turned their weapons over to me. Things began to happen fast then, with the Canadians in the street letting loose with everything they had into the house. Elaschuk and some of the others started shouting, and only their yells prevented us from being mortared by our rescuers. The Jerries were just as anxious to get away as we were, and they were genuinely glad to become our prisoners.

FROM A SHELL-HOLED HOUSE IN ORTONA Canadian Pte. George Cunningham emerges, to be congratulated by one of the men who rescued him after six hours in German hands. Later, Pte. Cunningham had the joy of helping his rescuers to capture eight Germans. See story commencing in previous page.

Photo, British Official: Crown Copyright

We Saw the Scharnhorst Hit in North Cape Battle

The shelling and destruction of the German battleship on December 26, 1943, is graphically described by Leading-Seaman R. Daly, Able-Seaman Litton, and Paymaster-Lieut. T. B. Homan, R.N., all of the victorious Duke of York. They gave these personal accounts when their ship returned to base after the memorable action. See also pages 518-520 and 551.

THE first indication we had that we were nearing the enemy was when we saw a star shell fired by the cruiser Belfast in the distance (said Daly). Soon we turned and fired star shell too. Our star shell fell right over the Scharnhorst and for a time I could see her very plainly travelling at full speed. Our 14-in. guns then opened up, but our first salvo fell short. With the second salvo, however, I distinctly saw four hits, which showed up as four huge red flashes along the length of the ship.

As our job was look-outs against enemy destroyers coming in to make torpedo attacks we had to shut our eyes every time we heard the "Fire" bell ring, otherwise we would have been temporarily blinded by the flash. Immediately we heard the guns go off, however, we looked up, and it was amazing to see our shells racing through the sky, just like shooting stars. The shells from the Jamaica we could follow all the way from ship to target.

WITH every salvo I said, "Let's hope she gets this lot bang in the middle!" At times we could hear the Scharnhorst's shells whistling overhead, and I noticed that during the first part of the action white smoke could be seen where they had hit the water, but later on all we could see was black smoke. We heard our foremast being hit, and a shower of shrapnel descended all over the deck. We all ducked down just in time as the shrapnel bounced off the bulkheads just above us.

After a time (said Litton, taking up the story) there was a lull in the action, and we were told that our destroyers had gone in to make a torpedo attack. A short while after this I saw two huge flashes and our ship shook with some explosion. Some of the chaps said "We've been hit on the catapult deck!" but I said, "No, we've tin-fished her. Well done the 'boats,' that shook her!" I could see the destroyers coming out from the attack and the enemy certainly sent out something at them, thousands of tracer bullets and shells seemed to be flying at them at the same time. The destroyers let go too.

And then I saw a big white flash which lasted for a minute or two and I thought that one of our boats had been hit, which later proved to be correct. A short while after that, our 14-in. and 5·25-in. guns opened up again and the cruiser astern also began to fire. Fire seemed to be coming from the other side of the enemy, which indicated that the three cruisers who had been shadowing her during the day were also making contact. We got many hits, and I saw a great fire break out on board her and noticed that she was only firing from her after turret and trying to put up a smoke screen. The next we saw was two destroyers lighting up the area with their searchlights, picking up survivors, and then we began to draw away.

I WAS fortunate (said Paymaster-Lieutenant T. B. Homan, R.N.) in having an action station on the wings of the Admiral's bridge in Duke of York, and as the light H.A. armament was not manned I was able to watch the whole action from what might be termed a ring-side seat. Before darkness came on I had a very good view of the Battle Ensigns being hoisted in Duke of York—two at the foremast and one aft—a grand sight.

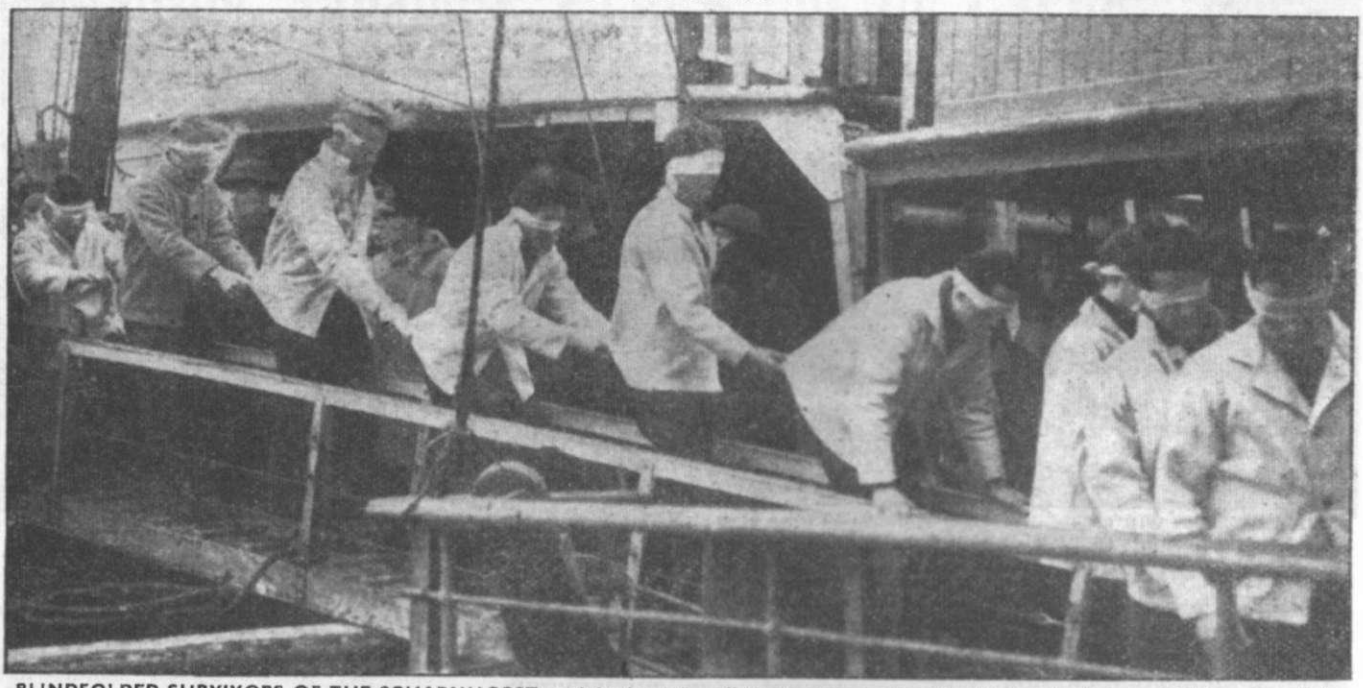
As we gradually closed the range after contact had been made in the dark, it was difficult to realize what was about to happen before my eyes. Then the cruisers which had shadowed Scharnhorst during the day fired their star shell to illuminate her—and the party was on. The star shell burst and hung in the sky and seemed to light up the whole horizon, but it was not until Duke of York had fired her star shell that I was able to pick out the Scharnhorst steaming at high speed, about 7 miles away. Then Duke of York fired the first salvo of her 14-in. guns. There was no warning buzzer and I was temporarily blinded by the flash, which seemed to roar all around me.

AFTER my eyes had cleared and the smoke of our guns had passed, I was able to follow the 14-in. "bricks" flying through the night sky towards the enemy. More star shell lit up the scene, and then five minutes or so later Scharnhorst fired her first broadside from her 11-in. guns. After that the air seemed full of gun flashes, the deafening roar and acrid fumes of our guns, shells streaking across the night sky and the stabs of the enemy's guns as she returned our fire.

I was able to see Belfast and the other two cruisers firing at Scharnhorst in the distance. Now and then there would be a very short period of absolute silence whilst guns were reloaded and range corrected. Then the overwhelming noise would start up again.

I felt at times that I was witnessing one of Hollywood's gigantic productions and it seemed impossible that this was the real thing—a night action at sea. The sound of Duke of York's guns, shattering as it was, was an inspiring and comforting sound. But the whine of the Scharnhorst's shells and the sight of the fountains of water thrown up around Duke of York, as they landed just off our bows and what seemed to be only a few yards off our beam, were sufficient to remove any ideas that my berth was at all comfortable, or that the fight was all one-sided. Duke of York was undoubtedly lucky but was masterfully handled by the Captain to whom a lot is owed for bringing us through undamaged.

Shrapnel clattered on the masts and funnels now and then and made me duck. I



BLINDFOLDED SURVIVORS OF THE SCHARNHORST, sunk in the action off North Cape on Dec. 26, 1943, were landed at a British port on their way to internment. H.M. Destroyers Scorpion and Matchless picked up 36 Nazi seamen and transferred them to the Duke of York (see illus. p. 551), whose broadsides crippled the German vessel. Majority of the survivors were aged between 19 and 21, and for some it was their first sea trip. Stories of the action are related in this and the previous page.

Photo, British Official: Crown Copyright

should have ducked a considerable amount more had I known of the hole which had appeared in the port support of the foremast about 20 feet away from my position. I found this out next day—and swallowed hard. When the destroyers went in later in the action the enemy opened up with his lighter weapons and they seemed to be going into a hail of tracer shell streaming toward them.

When Duke of York closed the range a second time I was able to observe definite hits on the Scharnhorst which showed several dull red glows. Her firing was now fairly erratic, although even now an occasional spout of water would mark her shells landing uncommonly close. At the end, the enemy appeared to be slowly circling and a cloud of thick smoke was hanging over her. Jamaica left us to go in and fire her torpedoes, but I could not see the Scharnhorst now as the smoke from her fires obscured the view. The cruisers played searchlights over where she was last seen, and the action was over. Again, all was very dark and very quiet. It was difficult to realize what a tremendous scene had just been enacted before my eyes out there in the darkness.

OUR DIARY OF THE WAR

JANUARY 5, Wednesday *1,586th day*

Italy.—Announced that Lt.-Gen. Sir Oliver Leese appointed commander of 8th Army in succession to Gen. Montgomery.

Russian Front.—Berdichev captured by Red Army. Soviet forces launched offensive in Kirovograd region.

Australasia.—Revealed that on Jan. 4 600 Japanese killed in battle at Cape Gloucester, New Britain.

JANUARY 6, Thursday *1,587th day*

Russian Front.—Rokitno, 12 miles over Polish frontier, Chudnov and Goroditsa, captured by First Ukrainian Army.

General.—Gen. Sir Harold Franklyn appointed C.-in-C., Home Forces.

JANUARY 7, Friday *1,588th day*

Russian Front.—Break-through 25 miles in depth by Second Ukrainian Army under Gen. Koniev on a 60-mile front in the Kirovograd region; Novgoradka captured. Klesov, district centre of Rovno area 12 miles from Sarny, and Yarnushpol, taken.

Air.—Revealed that a fighter plane operated by jet-propulsion, invented by Group-Captain Frank Whittle, R.A.F., would soon be in production.

JANUARY 8, Saturday *1,589th day*

Italy.—Capture of San Vittore by 5th Army announced.

Russian Front.—Kirovograd captured by Soviet troops; 8 German divisions routed.

General.—Appointments announced: Air Marshal Sir John Slessor to be deputy Air Commander in Mediterranean area under Gen. Ira. C. Eaker; Air Chief Marshal Sir Sholto Douglas to be his successor as C.-in-C. Coastal Command.

JANUARY 9, Sunday *1,590th day*

Russian Front.—Polonnoye captured by Russians.

General.—Lt.-Gen. J. A. H. Gammell appointed Chief of Staff in the Mediterranean. Maj.-Gen. Bedell Smith, U.S. Army, appointed Chief of Staff to Gen. Eisenhower.

JANUARY 10, Monday *1,591st day*

Italy.—Capture of Catena Vecchio by 5th Army announced. Bridgehead across River Pecchia forced.

Mediterranean.—Sofia, Bulgarian capital, bombed by Fortresses.

Russian Front.—Lyudvipol and Berezno across 1939 Polish frontier captured by Red Army; rail link between Smyela and Krisinovka cut.

JANUARY 11, Tuesday *1,592nd day*

Mediterranean.—Piraeus, port of Athens, heavily bombed.

Russian Front.—Soviet troops launched offensive in the Mozyr direction and on Sarny front forced a crossing of the River Slucz. 40-miles Red Army front established to date in Poland.

Burma.—Capture of Maungdaw, 60 miles N.W. of Akyab, announced. Revealed that British force in action on the Burmese front was the 14th Army.

Air.—Over 700 escorted Liberators and Fortresses bombed Oschersleben, Halberstadt and Brunswick fighter-aircraft assembly plants.

General.—Count Ciano and 4 other ex-members of the Fascist Grand Council executed in Verona.

JANUARY 12, Wednesday *1,593rd day*

Italy.—Capture of Monte Caparo by U.S. troops of 5th Army announced.

Russian Front.—Sarny rail junction, first major town across Polish frontier, captured by Red Army.

General.—Mr. Churchill and Gen. de Gaulle met for discussions at Marrakesh (Morocco), where the Prime Minister had been convalescing.

JANUARY 13, Thursday *1,594th day*

Italy.—Fall of Cervaro to U.S. troops of 5th Army announced. French troops under Gen. Juin launched an attack S.W. of Rocchetta.

Russian Front.—Korets, district centre of Rovno region, captured by Russians.

Australasia.—Announced that Australian troops had reached Gniesenau Point, 5 miles from Sio, New Guinea.

General.—Revealed that shortly before sinking of the German battleship Scharnhorst, Admi. Sir Bruce Fraser, C.-in-C. of the Home Fleet, had paid a visit in the Duke of York to a Russian naval port.

JANUARY 14, Friday *1,595th day*

Italy.—Announced fierce enemy counter-attacks launched at Cervaro repulsed; U.S. troops crossed Rome road in direction of Monte Trocchio.

Russian Front.—Mozyr, Kalinkovichi, Klinsk, Kachury and Kozenki in White Russia, captured by Soviet troops.

Burma.—Capture of Kanyindan and Dilpara by 14th Army announced.

Air.—Brunswick (2,000 tons dropped) heavily bombed.

JANUARY 15, Saturday *1,596th day*

Italy.—Fall of Acquafondata to French troops of the 5th Army announced; Montefero, Montepagano, and Monte Pile heights stormed. U.S. troops seized Monte Trocchio.

Russian Front.—Gen. Rokossovsky's Army reached a point 25 miles west of Mozyr. Soviet troops under Gen. Govorov launched an offensive in the Leningrad area, south of Oranienbaum and Pulkovo.

JANUARY 16, Sunday *1,597th day*

Italy.—Capture of Cardito, Monte Croce and Vallerotonda, by French troops of 5th Army announced.

Mediterranean.—Klagenfurt Messerschmitt factory in Austrian province of Carinthia bombed by Fortresses.

Russian Front.—Revealed that Russian forces had broken enemy defences N. of Novo Sokolniki. Kostopol, 35 miles S.W. of Sarny, captured by Soviet troops.

General.—Revealed that Gen. Eisenhower had taken up his post in the United Kingdom as Supreme Commander of the Allied Expeditionary Forces.

JANUARY 17, Monday *1,598th day*

Italy.—Announced forward 5th Army troops had reached the River Rapido. British troops of the 5th Army forced three crossings of the Garigliano River at Argento, Sujo and near Minturno.

Russian Front.—Tulchin, in Rovno region, occupied by Red Army.

Australasia.—Announced Sio (New Guinea) taken by Australians.

General.—Lt.-General Omar Bradley appointed to command U.S. Army in the Field under Gen. Eisenhower.

JANUARY 18, Tuesday *1,599th day*

Italy.—Announced that French troops of the 5th Army had captured San Elia.

Russian Front.—Announced that two fresh offensives recently launched by Red Army had carried them beyond enemy fortified defences in the Oranienbaum area of the Leningrad front, and had pierced fortifications north of Novgorod on the Volkhov front. Russian troops captured Slavuta and cut the rail connexion between Shepetovka and Rovno, S.W. of Novigrad Volynsk.

General.—Mr. Churchill returned to England from N. Africa.

★ Flash-backs ★

1941

January 5. *Bardia surrendered to Gen. Wavell's 8th Army. 30,000 Italians made prisoner.*

January 18. *Dive-bombing attacks on Malta commenced. Aircraft-carrier Illustrious in Valetta harbour enemy's main objective.*

1942

January 12. *Attack on Halfaya (Egypt) began by British and Imperial troops.*

January 17. *Halfaya garrison surrendered to South Africans.*

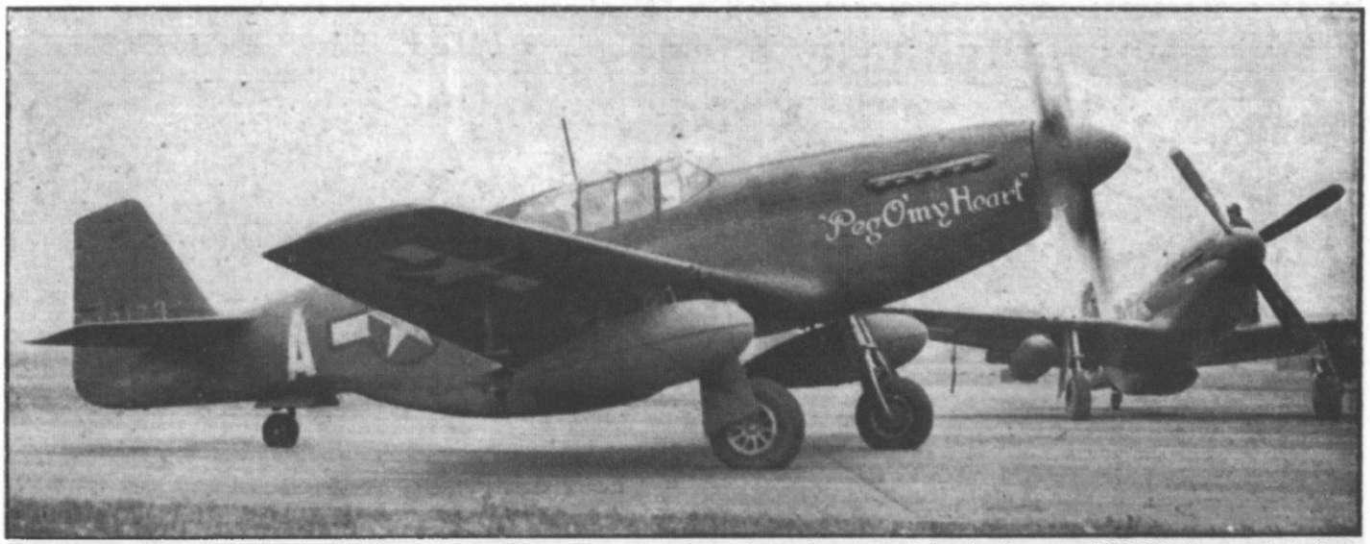
1943

January 5. *Tsimlyanskaya on Don front taken by Red Army troops.*

January 12. *Conquest of Fezzan by Free French troops under Gen. Leclerc completed.*

January 14. *President Roosevelt and Mr. Churchill, accompanied by the combined Chiefs of Staff, met at Casablanca, French Morocco, to plan the enemy's "unconditional surrender."*

January 15. *Gen. Montgomery's 8th Army opened an offensive at Buerat (Tripolitania).*



THE NEW MUSTANG P51 B single-engined fighter which acted as escort during the war's greatest air battle when some 1,200 Allied planes, including over 700 Liberators and Fortresses, successfully attacked vital German aircraft plants at Halberstadt, Oschersleben and Brunswick, on Jan. 11, 1944. The improved Mustang is Anglo-American, built originally in U.S.A. from British specifications. Speed is said to be over 400 m.p.h., and auxiliary tanks under the wings give it the longest range of any single-seat fighter in the world. *Photo, Associated Press*

THE WAR IN THE AIR

by Capt. Norman Macmillan, M.C., A.F.C.

THE war in the air is playing a far more important part in the whole war than the average person with whom I come into contact realizes. And I am going to present to readers my view of the far-reaching nature of the effects of the air war, and of some of the disadvantages we have encountered through the unimaginative misemployment (I purposely use this strong word) of air power.

By the time this article is published the large-scale raids made on German targets by Bomber Command will have been proceeding for about eleven months. The attacks made earlier—the first of the 1,000-bomber raids on Cologne, the Ruhr and Bremen—were experimental try-outs of the new method of bombing which has since achieved such remarkable results. Those early raids were made with twin-engined bombers forming the major part of the formations engaged, and it took about 90 minutes to unload about 1,500 tons of bombs. Now, employing four-engined bombers, it is possible, as in the recent raid on Brunswick (Jan. 11, 1944), to decant 2,000 tons of bombs in 23 minutes.

What, you may ask, is the reason for the concentration of effort in modern bombing? Why do we not do as the Germans did when they attacked our cities and maintain a steady attack throughout the night, dropping bombs at a slower pace, but keeping on dropping them for the ten hours of darkness? There are several reasons, not just one, and they concern both the flying conditions and the surface conditions.

CONFLAGRATIONS Beyond Control of Nazi Civil Defence Services

In flight there is the obvious need to avoid unnecessary casualties among our aircraft, and the shortest possible time spent over the target exposes them to the least possible risk from enemy night fighters and flak, while reduction in the time spent in the air means that a greater load of bombs can be carried, because of reduction in weight of petrol.

On the surface, the great concentration of bombing produces within an extremely brief period a conflagration so great that the German civil defence services are powerless to control the flames within the target area. The most they can do is to work to prevent the fires from spreading to other areas. In this way the target area marked out for attack is devastated by one successful assault, and the same area need not be again dealt with on the grand scale; any isolated targets that may have survived within the area can be of small value to the enemy, but, if it is desired to deal with them, this can be done by American bombers operating in daylight, or by British Mosquito bombers flying either by day or night.

OF course, some target areas are better protected from attack because they are dispersed. A notable example was Essen, where industry sprawled widely over a large zone. That was why repetitive raids were required to be launched against this area, but even in this case the devastation was but a question of time. What is important is this: *any war industrial area can be devastated so that it is useless to the German war effort.* And without industry Germany can no longer maintain either her armies in the field or her civilian population in the Reich. Her whole effort would inevitably collapse.

What has already been achieved? Bomber Command and the American bomber force in Britain working together by night and day dropped 157,000 tons and 55,000 tons respectively on enemy targets during 1943. In that first year of real bombing Bomber Command dropped 136,000 tons on Germany alone. Twenty-seven per cent of all Germany's built-up area has been devastated, covering an aggregate area of about 40 square miles, and Germany has been forced on to the defensive because she has suffered a reduced production of all-important weapons. She has been compelled to give priority to defensive weapons. Fighters have taken precedence over bombers, and probably over other surface and sea weapons. The measure of German fear of the bombing battle of Germany is evidenced in her production of fighter aircraft in such quantities that the Luftwaffe first-line strength is numerically 1,000 aircraft greater than it was a year ago.

THIS does not mean that she has as great an aircraft industry, for it must be remembered that it is possible to build at least three fighters for every bomber, so that the replacement of a bomber programme by a fighter programme automatically increases the output of aircraft even from a depleted industry. Remember, too, that it is only in recent months that we have attacked the fighter aircraft factories. The continuation of the bomber offensive will have such an effect upon the German aircraft industry that Germany will not be able to maintain her production of fighter aircraft. Then, with the bomber offensive growing and the German fighter defence diminishing, the end would be near.

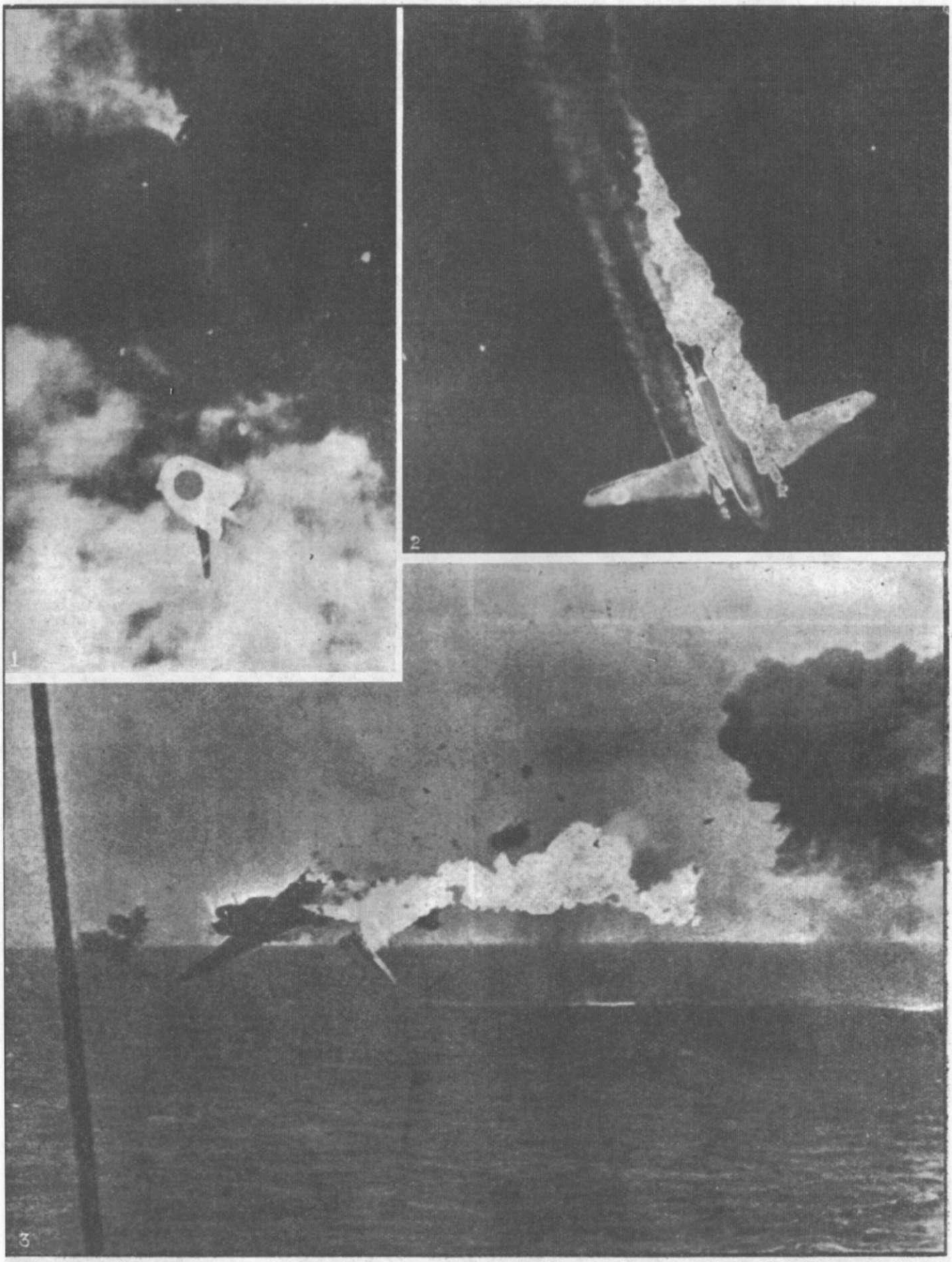
If we and the Americans had achieved the bombing strength we should have had, the effect upon German industry would by now have been much greater than it is. Germany would not have had her present increase in fighter strength. Her armies would have been depleted of still more weapons. Her soldiers would have been up against the wall. The great mass of her civilian population would have been homeless and unable to sustain their industrial efforts.

WOULD Germany Welcome an Invasion of Europe?

Why have we failed to accomplish this? Because we have not concentrated our force at the vital point. We have followed devious war trails. Our bombers have been employed for extraneous purposes. What we have been expending in a winter mud-crawl up the Italian peninsula could have been better employed against German industry. Germany wants us to fight her armies; they are still her best weapons. She would welcome a premature invasion of Europe. It is the one way she might hope to win this war, and if we had made the attempt too soon we should have lost our opportunity to defeat her by air power, for our already partially dispersed bomber force would then have been almost wholly dispersed.

BUT, you may ask, what proof is there that bombing will defeat Germany? Well, it is known that it is the weapon Germany fears most. Those who really know what the Luftwaffe did here, and what we are doing to Germany, know the effect of bombing on us and its effect on Germany. The retreat of the German armies in Russia is the direct result of the destruction of German industry. The victorious Russian armies advance in the rear of an army forced by Bomber Command to retire to a line which it believes it can maintain with the industry it now possesses, with something substantial left over to oppose invasion. If our bombing is maintained and increased the Nazi line will be too long to hold, and battered German industry will bring Hitler's downfall because it will be unable to give him arms. We can win the war by bombing. We might lose it through premature invasion. If we invade too soon it will cost us dearly.

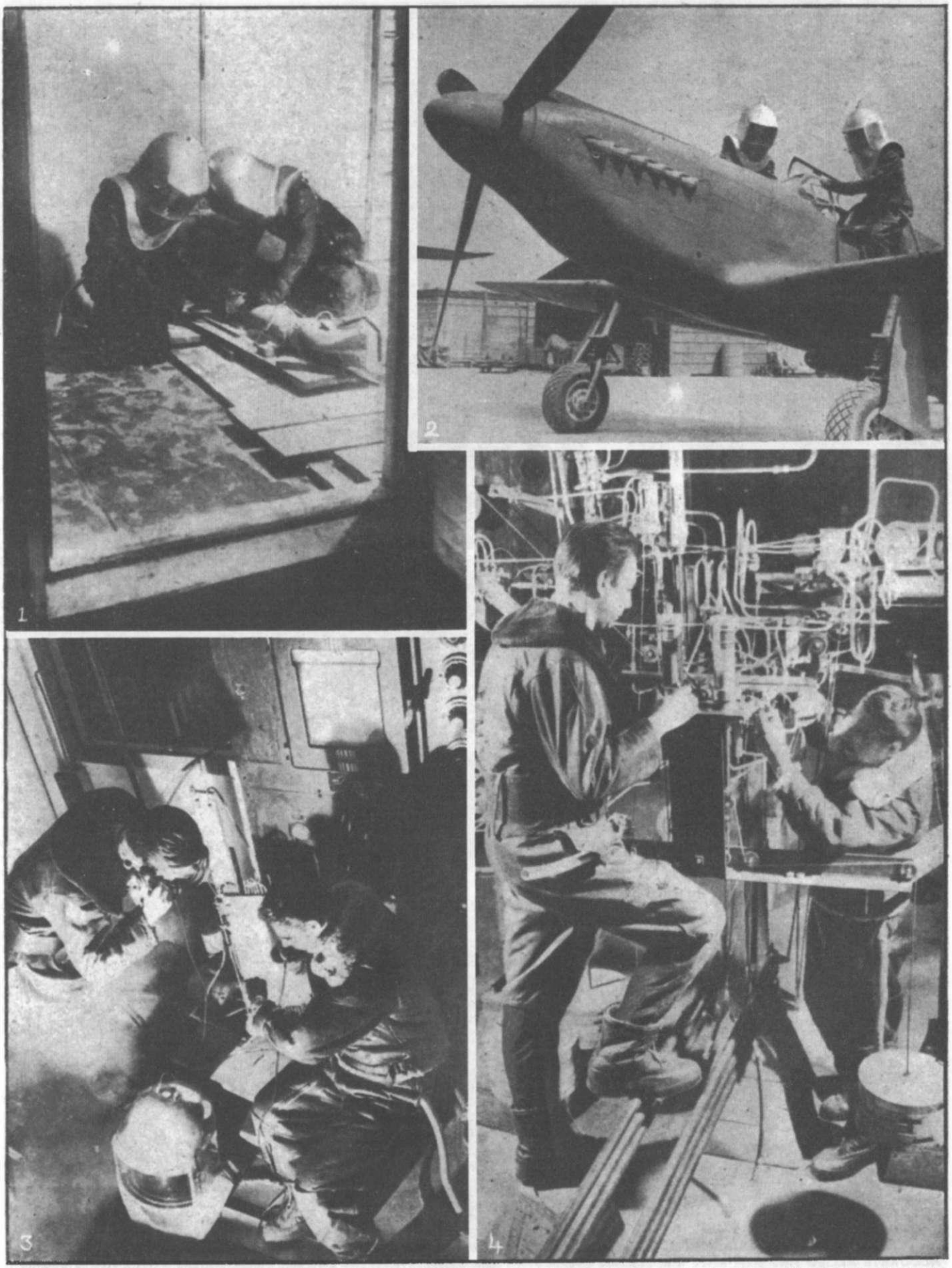
Shooting Japanese Planes out of Pacific Skies



ACCURATE ALLIED FIRE plays havoc with Japanese aircraft over Pacific waters. Tribute to a Liberator's marksmanship is this shattered wing-tip (1) falling into the sea ; an enemy transport plane (2) believed to be carrying Japanese officials, is another victim. A Zero torpedo-bomber (3) which had attempted to attack one of the American aircraft carriers raiding the Marshall Islands on Dec. 4, 1943, is blown apart by the carrier's guns. In the Rabaul area alone, during intense air activity the Japanese lost, between Dec. 24, 1943, and Jan. 6, 1944, nearly 200 planes, heartening indication of the constantly increasing toll being taken by our fighters.

Photos, Keystone

Ice-Chamber Tests Make High Flight Possible



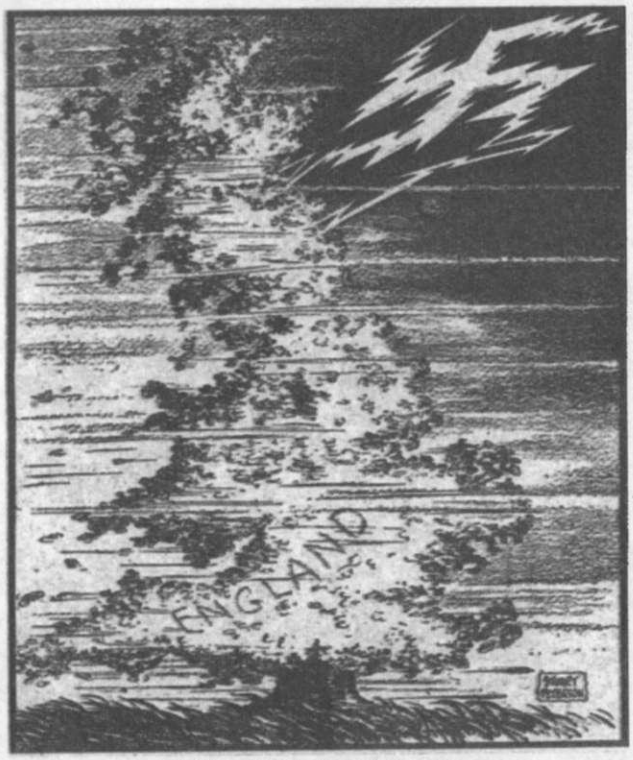
AT 70 DEGREES BELOW ZERO, approximating to a height of 35,000 feet, the atmosphere in this pressure chamber (1) necessitates warm suits made of horsehide lined with wool, and aluminium helmets welded to padded shoulders : the men are undergoing a working-test in stratosphere and Arctic conditions without leaving the ground ; contact with observers outside is maintained by telephone (3). Low temperature affects planes too; a component is removed (2) for testing in the chamber, and a plane's hydraulic system (4) follows it. See p. 521.

Photos, Keystone

Editor's Postscript

PROPHECIES during this war have seldom been fulfilled—so far. Certainly Hitler's have not. Nor was Mr. Chamberlain any more fortunate when he said the future would show that Hitler in 1940 "had missed the bus," though this phrase was alleged to have been first used by a high-ranking officer in this connexion. Unluckily it was broadcast on the eve of the series of colossal blows by which the Nazis brought the Continent and a large part of Scandinavia under their temporary domination. But one prediction I can remember reflects credit in a high degree on the man who uttered it. Mr. Ernest Bevin declared a long time ago, when we were getting the worst of the air raids, that in course of time we should drop five tons of bombs on Germany for every ton they dropped here. That has come true already. Indeed, we have done better than that. And as the months go by we shall increase the weight of our attacks. Two years before war began, in 1937, Hitler said meditatively and with a melancholy air to a Rumanian politician who visited him, "What an appalling thing to picture London and other cities destroyed by bombs!" He was thinking, the visitor believed, of German cities being treated in the same way. But was he? When he threatened to "erase" ours, he had such superiority in the air that such a possibility as the obliteration of Berlin could not occur to him. Goering assured him that no bombs would ever fall on the Reich (see pp. 559-562). Of all war prophecies that is the one which will be pilloried in history as the most fatuous of all.

NOT many people are aware of the large number of Irish men and women who have been imported to work for us in war factories and in constructing airfields. There are about 80 girls from Eire in what used to be a college for training Church of England clergymen not far from Oxford. The other day an organizer for the Workers' Educational Association went to this college to see if a course of lectures would be welcomed. He sketched the sort of subjects that could be dealt with and then asked "What subject would most of you prefer?" The reply was a shout of "Men!" He said he never felt so much at a loss. He departed without arranging anything.



WITHSTANDING THE STORM

"Storms Make Oaks Take Deeper Root"

Originally published in The Sun, Sydney, Australia, on Aug. 27, 1940, this cartoon was reprinted as tribute to the spirit of Britain on Sept. 3, 1943, the fourth anniversary of war with Germany.

IS there more crime of the mean and petty kind in wartime than at other times, or is it merely that we hear more about it? One certainly does notice a larger record of really revolting sneak-thefts. As bad a one as any I heard of a few days ago. An old lady travelling by train (journey strictly necessary!) in a first-class compartment went out for a few moments, leaving her bag very carelessly on her seat. When she opened it again, she found all her clothing and ration coupons had been taken out, together with a valuable gold-bound morocco wallet (which was empty). Her identity card had been left, fortunately. What ought to be done to the incredibly caddish offenders who are guilty of acts like that—if they can be caught? I believe making them wear a distinguishing mark and having a statement of their offence displayed outside their houses would have more of a deterrent effect than any fine or imprisonment. Public opinion might do a lot towards decreasing crime.

I HAVE made a discovery. I am a rack-renter! Do you know what that is? I have had to look it up in the dictionary. I had a dim memory of the term being applied to Irish landlords in the days long ago when the Rent War was going on across St. George's Channel. It was then supposed to mean an unjust, grasping landlord. The dictionary supports that. It says rack-rent is "a rent stretched to the utmost, an exorbitant rent." Now it happens that a house of mine is being used by the military, having been requisitioned for a staff headquarters. The Army authorities have sent me an agreement to sign and in this I am described as a "person receiving the rack-rent of the land or a person who would receive the rack-rent if the land were let at a rack-rent." That sounds like Alice in Wonderland. War Office documents often do I haven't the slightest idea what it means, nor, I would venture to bet, has the official who signed it. I am receiving far less rent than the house is worth, therefore I am not, according to the dictionary, a rack-renter. Why should the War Office call me one?

THEY might, now I come to think of it, have discovered its significance from Shakespeare. In Much Ado About Nothing the Friar says wisely:

It so falls out,
That what we have we prize not to the worth
Whiles we enjoy it; but, being lack'd and lost,
Why, then we rack the value, then we find
The virtue that possession would not show us
Whiles it was ours.

There the word is used in its right sense. Shakespeare was saying that when we have lost a possession, we strain its value, exaggerate it, set an exorbitant price upon it. That use of the expression has gone out, except in the compound "rack-rent," which, as the above instance shows, may not be quite clear even to officials who employ it. Its original meaning survives in rack-stick, a stick used for stretching a rope. All meanings seem to have developed from the rack on which unfortunate victims of tyranny were tortured by being stretched. A hat-rack, a luggage-rack, a newspaper-rack, all bear some slight resemblance to the instrument of torture. But why the piece of ice used for curling should in Scotland be called a rack, I cannot imagine. I might add that some very expensive linoleum could not be removed from the house in question as it was pasted to the floor boards. In the event of its being damaged I am to be compensated to an amount not exceeding eighteen-pence per yard!

HOW would you say the war has affected the dog population in this country? Most people think it has gone down very much, that the increased difficulty of buying dog food, meat especially, must have made a number of dog-owners reluctantly part with their four-footed friends. Yet the figures show that the difference is not really great after all. There were in 1939 two million eight hundred thousand dogs. The latest estimate is that there are now two million four hundred thousand. There is an inclination to think even that is too many. The Government must decide this. I read a long time ago that the Germans had been forbidden to keep dogs. I didn't believe it at the time, and I don't now. They have not been as short of meat as we have. Yet it is pretty certain their drop in dog numbers has been heavier in proportion than ours, because they take more careful precautions against future risks. However, as our statistics mean that we have no more than one dog to every sixteen or so of our human population, it can't, I think, be called excessive, even in present circumstances.

THREE letters I read in a daily paper from men in the Army or Air Force about what they call excessive "spit and polish," unnecessary cleaning, exaggerated regard for appearances, made a letter I received myself from Persia particularly interesting. It was from a young officer friend of mine. "I have," he told me, "received a formal reprimand in writing for having the badge on my hat three-eighths of an inch out of place." Now what possible justification can there be for such old-maidish fussiness as that? What a shock the writer of the reprimand would receive from "Monty's" beret, stuck all over with badges! And here is another gem. Before an inspection men of a unit were told "every man must see that his trousers are properly ironed!"

THERE are names in the news from the Italian front which must give all who read Browning (and anyone who does not misses a lot of interest and pleasure) a painful jolt. Fano, for instance—when I read of this little town by the sea being a target for attack from the air, I hoped the church with the picture by Guercino in it had escaped. This picture gave the poet the idea for "The Guardian Angel," in which occur the often-quoted lines:

O world as God has made it! All is beauty:
And knowing this, is love, and love is duty.
What further may be sought for or declared?

As God made it! What would Browning have said of the world today, as Man is making it? Nothing very comforting!

Tedder's Carpet will Pave the Allied Way

AIR CHIEF MARSHAL SIR ARTHUR WILLIAM TEDDER, K.C.B., on the balcony of Air House, his former Cairo home as A.O.C.-in-C. Mediterranean Air Command. On December 27, 1943, he was appointed Deputy Supreme Commander, under General Eisenhower, of the Allied forces which will invade Western Europe from these shores: indication that fullest use will be made of the Allies' air might to prepare our way. Air Chief Marshal Tedder is the creator of the famous "carpet" or pattern bombing technique. *Photo, British Official*

Printed in England and published every alternate Friday by the Proprietors, THE AMALGAMATED PRESS, LTD., The Fleetway House, Farringdon Street, London, E.C.4. Registered for transmission by Canadian Magazine Post. Sole Agents for Australia and New Zealand: Messrs. Gordon & Gotch, Ltd; and for South Africa: Central News Agency, Ltd.—February 4, 1944. S.S. *Editorial Address:* JOHN CARPENTER HOUSE, WHITEFRIARS, LONDON, E.C.4.